



# THE ILLUSTRATED LONDON NEWS



 **THREE STAR**  
V.O. (20 years old)  
V.S.O.P (30 years old)  
V.V.O. (40 years old)

## COURVOISIER

COGNAC BRANDY

 THE BRANDY OF NAPOLEON  
STANDS FOR QUALITY

## HEDGES & BUTLER LTD.

Price List of  
**WINES, SPIRITS & CIGARS**  
on application.

 **153, REGENT STREET, LONDON**  
Telephone: REGent 4444-5  
Brighton, Bournemouth and Branches.

### WINE MERCHANTS

ESTABLISHED 1667

## ORIENT LINE TO AUSTRALIA

VIA GIBRALTAR  
TOULON, NAPLES,  
PORT SAID, ADEN  
AND COLOMBO

Write for List of Tours & Cruises  
Managers: Anderson, Green & Co., Ltd.  
5 Fenchurch Avenue, London, E.C.3  
West End Offices: 14 Cockspur St., S.W.1  
No. 1 Australia House, Strand  
or Local Agents

 By Appointment.

## PARIPAN ENAMEL

"The more you wash it, the better it looks."

BRITISH OWNED AND BRITISH MADE.  
**PARIPAN LIMITED, LONDON.**

## GENUINE IRISH TWEEDS AND HOMESPUNS

All pure wool fabrics unrivalled for hard wear and smart appearance; ideal for the outdoor wear of ladies and gentlemen.

Sold direct from the old-established distributing centre; by the yard, or in garments tailored to measure.

Patterns and Tailoring Details,  
Post Free, from Desk 18.

**THE WHITE HOUSE**  
PORTURUSH, NORTHERN IRELAND  
No branches or agencies.

## An Atmosphere of Gay Luxurious Charm

### ROYAL BATH HOTEL

*Bournemouth*

In delightful grounds, overlooking the Bay; convenient for Golf, Tennis and Riding; Dancing and Cabaret in magnificent Ballroom; Cuisine and Service unrivalled.

Illustrated Brochure and Terms on request. 'Phone Bournemouth 5555

## RED HEART OLD JAMAICA RUM



**FOR COLDS, CHILLS AND WINTER ILLS.**

*What is* **CLARET?**

**SAUTERNES?**

A descriptive booklet (not a price list) will be sent post free on application to Bordeaux Agents Assoc'n, 17, Harp Lane, London, E.C.3.

halt for a

## HENNESSY

\*\*\*  
BRANDY

*preferred for its "clean flavour"*

## SPORTING BRONZES

Every sportsman appreciates a work of art which reminds him of happy days at home and abroad, in the field and in the ring, with horse, hound, gun, rod, rifle, or the gloves, and for those to whom considerations of space or price make the hanging of original pictures prohibitive, a sporting group in bronze has a special attraction. At the Sporting Gallery may be seen many such bronzes by sportsmen-artists, and from amongst them it is easy to select a delightful and very individual gift for a sportsman friend.

Prices from 4 Gns.

**THE SPORTING GALLERY, 70, JERMYN STREET, LONDON, S.W.1**



**IMPERIAL AIRWAYS**

FROM LONDON THROUGH AFRICA  
IN DAYS INSTEAD OF WEEKS  
BY EMPIRE FLYING-BOAT

from England five services weekly to Alexandria, three on to  
Kisumu, two on to Durban



Southampton



Home 1 day £20



Alexandria 8½ days £40



Khartoum 3½ days £70



Port Bell 4½ days £105



Kisumu 4½ days £105



Dar-es-Salaam 5½ days £112



Durban 6½ days £125

Searge '38

Imperial Airways Ltd., Airway Terminus, SW 1; Airways House, Charles Street, SW 1. VICTORIA 2211 (Day & Night), or travel agents. Imperial Airways is agent in Great Britain for Belgian Air Lines, German Airways, Swissair, Railway Air Services and United Air Lines of U.S.A.



*Henry Heath Ltd*  
105/9 Oxford Street

172 New Bond St. W.1. 456 Strand W.C.2

Model 9315. Sports fur felt with medium brim and folded crown.  
In all fashionable colours. Price 21/9. Agencies everywhere.  
Write for Illustrated Catalogue.



BY APPOINTMENT

## HOWARD'S "DUVET" CHAIRS

PAINTING  
DECORATION  
FURNITURE  
UPHOLSTERY



HOWARD'S  
PARQUET  
FLOORS

HOWARD & SONS, LTD  
31, OLD BURLINGTON ST., W.1  
(Late of Berners Street)



# THE ILLUSTRATED LONDON NEWS

*The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved in Great Britain, the British Dominions and Colonies, Europe, and the United States of America.*

SATURDAY, MARCH 19, 1938.



**HERR HITLER, RETURNING TO HIS NATIVE LAND AS LEADER OF THE GERMAN PEOPLE, LAYS A WREATH ON THE GRAVE OF HIS PARENTS: THE FÜHRER AT LEONDING, NEAR THE AUSTRO-GERMAN BORDER.**

On Saturday, March 12, Herr Hitler entered Austria near Braunau, his birthplace, on the River Inn. He had flown from Berlin that morning after appointing Field-Marshal Göring as his representative. He drove to the frontier accompanied by chiefs of the German High Command. As he crossed the Inn into his native land, the church bells were rung in his honour. He visited the house at Braunau in which he was born. At 6 p.m., preceded by

an escort of armoured cars, he entered Linz, capital of Upper Austria, where he was given an enthusiastic welcome. There, for the first time for twenty-five years, the Führer slept on Austrian soil. Later, he went to Leonding to lay flowers on the grave of his parents, Alois and Klara Hitler. The next morning he drove eastwards to Vienna, where, shortly before 6 p.m., the ringing of church bells announced his arrival at Schönbrunn. (*Wide World.*)





By ARTHUR BRYANT.

HUMAN beings are adepts at taking things for granted. In this respect, at least—though it is as well to remember in little else—nations are like human beings. Nor is it very fair to blame them for this propensity: to do so would be like blaming them for being human beings or nations. Forgetfulness ranks with hope as one of the two great protective attributes enjoyed by suffering mortality. And forgetfulness of pain, failure and humiliation includes also forgetfulness of obligation. Few of us give much thought to the bruised rungs of the ladder by which we have climbed. To the philosopher in his study this may be a distressing reflection, but to anyone who mingles with his fellow men it is a truism that can be accepted without tears or even a blush. The creatures we are are ungrateful creatures, some, of course, more so than others, and it is of no use repining at it.

Still, if any people were to be charged with forgetfulness as a crime, it would be the British people, if they forgot that conquest of the sea made them what they are and gave them nearly everything they possess. "It may be said now to England," said the great Lord Halifax, "thou art busy about many things, but one thing is necessary. To the question, What shall we do to be saved in this world? there is no answer but this: Look to your Moat." And this shrewd observer of our affairs went on to enunciate his profound conviction that "the first article of an Englishman's political creed should be that he believeth in the Sea."

Consider for a moment our history. Four centuries ago we were no more than half an island set on the outer rim of the known world, living precariously between dangerous enemies by taking in our own not very profitable washing and with so little outlet for the superfluous energies of our quarrelsome people that the country was perpetually torn by civil war. Yet, though we did not know it, the means of our salvation was at our own door—lying, it might be said, on our very doorstep. A nation of stay-at-home rustics, much given to heavy drinking, morris dancing and, if Erasmus is to be believed, kissing, we possessed around our coasts another set of people who earned their living not by farming and pettifogging litigation over land, but by fishing and carrying coastwise merchandise. In a sense they were a race apart—a sort of people who wore tarry breeches, walked with a peculiar rolling gait, swore strange oaths, and, according to popular belief, kept a wife, or at least a girl, in every port—a practice which with their roving craft might have been expected to make them adaptable. They introduced into the national make-up a certain rollicking and adventuring strain which was well expressed by the old fisherman's song—

The husbandman has rent to pay—  
Row, boys, row!—  
And seed to purchase every day—  
Blow, winds, blow!—  
But he who farms the rolling deeps  
Though never sowing, ever reaps—  
The ocean's fields are large and free,  
There are no rent days on the sea!

To the men who lived thus came, at the close of the fifteenth and beginning of the sixteenth century, a wonderful opportunity. The discovery of the New World and of the ocean routes to the East revolutionised

the value of England's geographical position; hitherto, far from the golden central lanes along which the wealth and trade of the world ran, she now found herself looking, as it were, over the hedge at them. Thanks to the initiative and hardihood of her seafaring folk, it was not long before she was over the hedge and in the lanes, causing at first no end of a commotion among the rich and well-established personages who were accustomed to using them. By the middle of the seventeenth century, England had established her claim to be regarded as one of the chief trading nations, was settling colonies—new English nations, as Raleigh called them—on the other side of the Atlantic and trading stations along the shores of the gorgeous East itself, while her economic position had become so strong that a

and with what pains and hardihood accomplished! When one considers their sufferings—foul food and quarters, constant exposure, scurvy, long exile from home, peril of sea and enemy, and captivity in the hands of barbarous Moors—one cannot wonder at Pepys' bitter note among his Naval Minutes: "The mariner is always reckoned among those which the Law styles *miserabiles personæ*." Not that they regarded themselves as such; that and the d ringly-won heritage they left their country was their glory. It was also, save for a few chosen ones, their only reward. "And some there be, which have no memorial, who are perished as though they had never been born."

Yet not quite. For even in a great nation, growing fat and forgetful, there are some who keep alive the memory of the men by virtue of whose hard and lean existence we eat our daily bread. The munificence, enthusiasm and persistence of the little band of patriots who have created the National Maritime Museum at Greenwich is one example of this; the lovely display of sea drawings and paintings now on exhibition at Messrs. Colnaghi's gallery in New Bond Street, is another. This is the third selection of maritime art made from Captain Bruce Ingram's collection; the catholicity and work of these successive exhibitions, in which not a single picture has been repeated, is most remarkable. It reveals the degree to which the sea has inspired great artists. As Sir Geoffrey Callender points out in the catalogue, with reference to a beautiful Patinir of the "Martyrdom of St. Catherine," "once an artist becomes interested in ships, he inevitably becomes interested in their details and accessories; and when this stage has been reached, the road leading to the naturalistic marine art of the seventeenth century has been pegged out if not paved and traversed."

Here on the walls of Colnaghi's gallery is that road paved, traversed and at the place of its fulfilment. Here are the great marine painters of the late seventeenth century, the age when Britain contended against the most formidable rival of her sea history, the Dutch, and when Pepys was encompassing her with new and stronger "wooden walls" than she had yet known. Here are examples of the work of the Van de Veldes—of merry King Charles's "Cleveland" yacht, with her coloured flags set against storm and running green water, of the life of Holland that lives by the sea, of that stillness that sometimes comes over the waters on days of

calm summer, men in galleys rowing, furled sails, and the Union flag over all. And here are later paintings and drawings, all inspired by the same great subject of storm and calm, harbours and estuaries, above all of ships and of the weather-beaten and ruddy-faced men who sail them. Perhaps the loveliest of all is an exquisite and delicate study of Charles Brooking's of a summer's evening, with slanting sunlight bewitching the sails of a man-of-war and other small craft, which rightly, as I think, is given pride of place in the catalogue. The latter is in itself a work of art, and the proceeds of its sale go, without any deduction, to the King George's Fund for Sailors. For an Englishman there can scarcely be a nobler or more deserving charity.



THE NEW OCCUPANT OF THE WOOLSACK: THE RT. HON. LORD MAUGHAM, P.C., WHO SUCCEEDS VISCOUNT HAILSHAM AS LORD HIGH CHANCELLOR OF GREAT BRITAIN.

It was announced on March 9 that Lord Hailsham had resigned office as Lord Chancellor and would be succeeded by Lord Maugham. Lord Hailsham becomes Lord President of the Council instead of Lord Halifax, now Foreign Secretary. The new Lord Chancellor, who is seventy-two, is a son of the late Mr. Robert Ormond Maugham, and elder brother of Mr. W. Somerset Maugham, the novelist and playwright. As a scholar of Trinity Hall, Cambridge, Mr. Frederic Herbert Maugham (as he was then) was President of the Union, and a rowing Blue, being in the Cambridge boat that beat Oxford in 1888 and 1889. In 1890 he was called to the Bar and in 1913 took silk. In 1928 he became a Judge of the Chancery Division and was knighted. In 1934 he was appointed a Lord Justice of Appeal, and in 1935 a Lord of Appeal in Ordinary, becoming a Life Peer as Baron Maugham of Hartfield. In 1896 he had married Helen Mary, daughter of the late Sir Robert Romer. Lord Maugham is the author of "The Tichborne Case" and "The Case of Jean Calas."

Elliott and Fry.

reluctant but needy Scotland, hitherto her bitterest foe, was finding it advisable to dance to her tune. By the middle of the next century she was an imperial power, with almost a monopoly of the North Atlantic trade routes, and a fat finger in almost every pie in the widening world. Yet another century and her wealth was the awe-stricken envy of the whole of mankind: to her shores a million ships bore the tribute of all the sons and daughters of Adam. We still enjoy it.

All this was wrought for England by the rough men who sailed and fought her ships: without their labour none of that titanic wealth and power could ever have been hers. And what a labour that was,



# PARLIAMENT AND THE FATE OF AUSTRIA: THE PRIME MINISTER'S SPEECH.

DRAWN BY STEVEN SPURRIER, R.B.A., OUR SPECIAL ARTIST IN THE HOUSE OF COMMONS.



MR. NEVILLE CHAMBERLAIN REVIEWING THE INTERNATIONAL SITUATION AFTER THE GERMANS HAD ENTERED AUSTRIA AND PRONOUNCED IT AN INTEGRAL PART OF THE REICH: "THE EVENTS WHICH ARE IN OUR MINDS TO-DAY . . . CANNOT BE REGARDED BY HIS MAJESTY'S GOVERNMENT WITH INDIFFERENCE OR EQUANIMITY."

Before a calmly determined House on March 14, Mr. Neville Chamberlain made a statement dealing with Germany's action in Austria and matters arising, or likely to arise, from it, condemning Herr Hitler's methods and saying that they had administered a profound shock to all interested in the preservation of European peace. Dealing with the position of this country, he said: "We must consider

the new situation quickly . . . I am confident that we shall be supported in asking that no one, whatever his preconceived notions may be, will regard himself as excluded from any extension of the national effort which may be called for. As regards our defence programmes, . . . we have decided to make a fresh review, and we shall announce what further steps we may think it necessary to take."



## THE PROLOGUE TO THE AUSTRO-GERMAN DRAMA: PREPARATIONS FOR THE PROPOSED SCHUSCHNIGG PLEBISCITE.



THE AUSTRIAN CHANCELLOR—WHOSE DOWNFALL WAS SOON TO FOLLOW—ANNOUNCING PLANS FOR A PLEBISCITE TO PRONOUNCE ON HIS POLICY: DR. SCHUSCHNIGG SPEAKING AT INNSBRUCK. (Keystone.)

THE event that brought to a head political tension in Austria, and led to the German coup, was the speech delivered at Innsbruck on March 9 by the then Chancellor, Dr. Schuschnigg, who announced the decision to hold a plebiscite of the Austrian people on the following Sunday, March 13, to pronounce upon his policy. They were to answer "Yes" or "No" to the question—"Are you for a free and German, independent and social, Christian and united Austria, for peace and work, for the equality of all those who affirm themselves for the people and Fatherland?" Dr. Schuschnigg declared that his Government would fulfil the Berchtesgaden agreement



PROPAGANDA ON BEHALF OF THE PROPOSED SCHUSCHNIGG PLEBISCITE: THE STREETS OF VIENNA LITTERED WITH LEAFLETS, WHICH WERE AFTERWARDS BURNT BY THE TRIUMPHANT NAZIS. (Associated Press.)



BEFORE THE GERMAN ULTIMATUM: A "SNOWSTORM" OF SCHUSCHNIGG PLEBISCITE LEAFLETS DESCENDING IN THE CROWDED KÄRNTNERSTRASSE, VIENNA'S MAIN BUSINESS THOROUGHFARE, ACROSS WHICH HUNG THE SLOGAN "FOR PEACE AND WORK." (Keystone.)



BEARING A PLACARD READING—"YES! WITH SCHUSCHNIGG FOR A FREE AUSTRIA": ONE OF THE EX-CHANCELLOR'S ELECTION LORRIES FULL OF YOUNG MEN DISTRIBUTING LEAFLETS IN VIENNA. (Press Topics.)



BEFORE THE SITUATION WAS REVOLUTIONISED BY GERMANY'S INTERVENTION: A GROUP OF AUSTRIAN RESERVISTS WHO HAD BEEN CALLED UP AS A PRECAUTION FOR DUTY CONNECTED WITH THE PROPOSED PLEBISCITE. (Press Topics.)



# THE NAZIS TAKE CONTROL IN VIENNA AFTER GERMANY'S ULTIMATUM: THE AUSTRIAN CROSS SUPERSEDED BY THE SWASTIKA.



NAZIS TEARING DOWN THE AUSTRIAN CROSS, SYMBOL OF THE FATHERLAND FRONT, AT ITS VIENNA H.Q.: A SEQUEL TO THE SCHUSCHNIGG PLEBISCITE SCHEME. (Black Star.)



NAZI JUBILATION OVER THE FALL OF DR. SCHUSCHNIGG: A CHEERING GROUP ROUND THE BATTERED AUSTRIAN CROSS TORN OFF THE WALL OF THE FATHERLAND FRONT HEADQUARTERS IN VIENNA. (Keystone.)



THE SWASTIKA FLAG FLYING FOR THE FIRST TIME OVER THE HISTORIC CHANCELLERY IN VIENNA: A SIGN OF NAZI DOMINANCE DISPLAYED ON MARCH 11. (Keystone.)

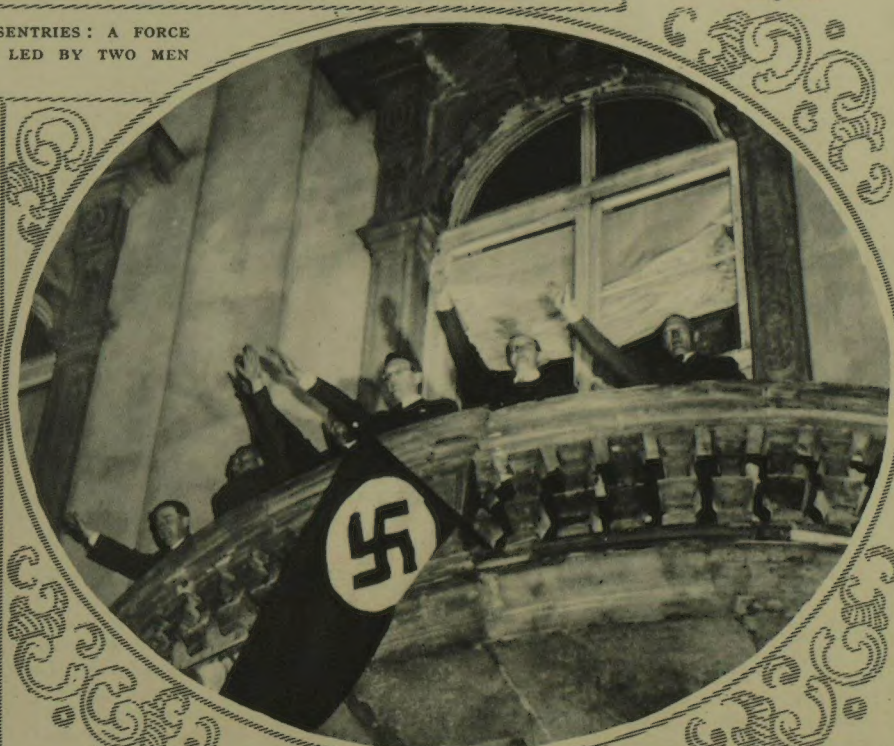


NAZI STORM TROOPERS MARCHING INTO THE CHANCELLERY AT VIENNA PAST TWO SENTRIES: A FORCE WEARING CIVILIAN CLOTHES WITH SWASTIKA ARMLETS, ARMED WITH RIFLES, AND LED BY TWO MEN CARRYING AMMUNITION. (Planet News.)

ON March 11 Dr. Schuschnigg, the Austrian Chancellor, received a German ultimatum to postpone his proposed plebiscite. On endeavouring to make conditions, he was further required to resign the Chancellorship in favour of Dr. von Seyss-Inquart, the Minister appointed at Herr Hitler's behest. Later, Dr. Schuschnigg broadcast an address announcing his own resignation, and stating that President Miklas had charged him to say that they yielded to force to avoid spilling German blood. Immediately after this announcement, the Nazi groups took possession of Vienna. Eventually President Miklas, who at first refused to comply with all the German demands, announced that he had entrusted Dr. von Seyss-Inquart with the leadership of the Government. Later, President Miklas also resigned.



VIENNESE POLICE BEING FITTED WITH SWASTIKA ARMLETS: A STEP TAKEN IMMEDIATELY AFTER THE NAZIS ASSUMED CONTROL OF THE CITY ON DR. SCHUSCHNIGG'S RESIGNATION. (Keystone.)



THE NEW AUSTRIAN CHANCELLOR (NOW "STATE-GOVERNOR") ACKNOWLEDGES CHEERS FROM THE BALCONY OF THE CHANCELLERY IN VIENNA: DR. VON SEYSS-INQUART (IMMEDIATELY ABOVE THE SWASTIKA FLAG). (Press Topics.)



# The World of the Kinema.

## "IN OLD CHICAGO."

THE production costs of pictures of even relatively moderate scale are often couched in such fantastic terms as to seem, to the uninitiated at any rate, more like figures dreamed of in connection with a sweepstake, or wondered at in relation to a national budget, than expenditure devoted to mere transitory entertainment. In the case of "In Old Chicago" (now at the Tivoli), the Twentieth Century-Fox reconstruction of a historical period and a historical disaster, it is less surprising than it sometimes is to learn that the cost of making this huge

has himself opened by none too impeccable methods. The crisis comes when Jack discovers that the marriage he has solemnised as mayor between Dion and Belle has only been effected in order to make it impossible for the bride to be called as a witness against her husband. The result is a terrific fight between the two men, in the midst of which Mrs. O'Leary, learning of what is happening, hurriedly leaves the cow she is milking. The annoyed animal jumps over a lamp, and, before anyone is aware of the danger, the ramshackle wooden shanties of "The Patch" are furiously ablaze. As the fire spreads, distracted thousands

pour into the streets, while hundreds of cattle, maddened by fright, stampede from the stockyards. Buildings are dynamited—but to no avail. Very soon the city becomes a raging furnace of flame from which the only refuge is the shallows of Lake Michigan. Struggling and more than half-demented crowds surge into the water, whose surface reflects the

of "In Old Chicago" which for most of us will remain as an astonishing memory of something so vivid that to have known it as a one-dimensional experience only seems almost incredible.

## "VESSEL OF WRATH."

Satirical comedy, like the naughtiness of French farce, would seem, if it is to be entirely satisfactory, to demand a more intimate background and décor than that so generously provided for "Vessel of Wrath," the first of the Mayflower Pictures launched under the production banner of Mr. Charles Laughton and Herr Erich Pommer, and presented at the Regal. On paper, Mr. Somerset Maugham's caustic study of the reactions of a spinster schoolmistress working on a remote Dutch East Indian island, first to the incorrigible drunkenness and amorous excursions of the beachcomber Ginger Ted, and later to that same gentleman's apparently disappointingly chivalrous treatment of herself, has an incisiveness of outline and an economy of design that have become rather blurred and extravagant in the course of its translation to the screen. Whether it is the acting or the actual visualisation on a big scale of constantly changing scenes—all admirably photographed, grouped and lit—which results in the impression of a curiously uneven quality both of action and of content, is not altogether easy to decide. As a piece of clever staging, deliberately contrived to



"OPERETTE," MR. NOEL COWARD'S NEW MUSICAL PLAY, AT HIS MAJESTY'S THEATRE: FRITZI MASSARY AS LIESL HAREN, AN EDWARDIAN THEATRICAL STAR, AT THE STAGE DOOR OF THE JUBILEE THEATRE.

"Operette" is set in Edwardian days and derives much of its charm from the period décor, with its hansom cabs and quaint feminine costumes. It embraces a complete play within a play, the audience watching the fortunes of the actors in "The Model Maid" both on and off the stage of the "Jubilee Theatre." Nigel Vaynham (Griffith Jones) falls in love with a singer in "The Model Maid," Rozanne Gray. This part is taken by Peggy Wood, to whom Mr. Coward has given some delightful songs.

spectacular picture amounted to four hundred thousand pounds, and that the great fire sequences accounted for 50 per cent. of this colossal sum. For Mr. Darryl F. Zanuck, the producer, was determined to spare neither effort nor money in the gigantic task of re-creating not one, but two cities—the Chicago of 1854, and then the slum quarter known as "The Patch," which had grown to vast dimensions by 1870—as well as a 1,865,000-gallon artificial lake, in order to achieve the highest peak of scenic and dramatic realism.

The story opens with the familiar, and, to me, at least, always welcome sight of a covered waggon jolting across the prairie. Its occupants are the O'Leary family, bound for the Mecca of their hopes and ambitions—Chicago, the fabulous, new-born city of the West. Behind them comes suddenly the snorting of the first train they have ever seen; an antediluvian affair to modern eyes, but one that inspires the excitable Irishman, Pat O'Leary, to goad his frightened horses to a mad race to beat the iron monster. The end is disaster, almost within sight of the city of his dreams. It is in this first sequence, the wide prairie utterly quiet about his little band of players, that the director, Mr. Henry King, first makes the notable use of sound which is a feature of the whole picture. Into the silence, like something flung from the hands of terror and despair, comes the hysterical, dreadful sobbing of O'Leary's youngest son. It is a relief when the scene fades into the lonely cross that marks the dead man's grave.

Alone now with her three boys, Mrs. O'Leary must go on. The little family arrives in Chicago—narrow-streeted, muddy, money-grubbing, a mushroom growth whose gods are commercialism and the quick attainment of wealth. Undaunted by widowhood, she sets up as a laundress, prospers, and educates her boys. Jack, the eldest, becomes an honest, though not very successful, lawyer; Dion, the second, is soon involved in gambling and the corrupt political life of the city. From then on the plot thickens about the two brothers, and the attachment between Dion and Belle Fawcett, a cabaret singer whom his mother refuses to accept as a member of the family.

Political and financial trickery enable Dion to run his brother as a candidate for the mayoralty so as to double-cross the owner of a saloon which is a rival to the one he

lurid sky. These scenes are handled with such impressive power and realism of sight and sound



A SCENE FROM THE EDWARDIAN OPERETTE, "THE MODEL MAID," ROUND WHICH THE PLOT OF "OPERETTE" IS WOVEN: A CHARMING AND TYPICAL SEXTET.



THE ARISTOCRATIC EDWARDIAN MOTHER INTERVENES TO PREVENT HER SON FROM MAKING WHAT SHE CONSIDERS A MÉSALLIANCE WITH AN ACTRESS: LADY MESSITER (IRENE VANBRUGH) FACE TO FACE WITH LIESL HAREN (FRITZI MASSARY), THE STAR OF "THE MODEL MAID."

as to make them a breath-taking experience. Many may regard the final close-up of Alice Brady as Mrs. O'Leary as an anti-climax to tremendous spectacle. As a slackening of well-nigh intolerable tension it is probably emotionally, if not dramatically, justified.

Looking back on the picture as a whole, it is not, perhaps, altogether fair to the actors to say that, commendable as are all their performances, they are overshadowed by the splendid terror of the end. One appreciates, nevertheless the virile playing of Mr. Tyrone Power and Mr. Don Ameche, and the effective portrayal of Belle Fawcett by Miss Alice Faye, as well as her accomplished singing. It is, however, the direction and the camera-work

create plenty of movement and large pictorial horizons, the film can lay claim to considerable achievement. It is, nevertheless, this technical verisimilitude that is somehow disconcertingly out of harmony with performances that strike an often recurring note of burlesque. Not that Mr. Laughton himself so sharpens the edges or accentuates the angles of his portrait of Ginger Ted as to bring it within such a classification. His drawing is as consistent in its schoolboy mischievousness as it is signed with his own individuality in its every line, its every vocal inflection. In its more serious moments—as in the scene when he takes tea with Miss Jones at midnight while they are awaiting an attack by the natives, who believe that her efforts to cure the chief's small daughter of typhoid are inimical rather than Samaritan—it attains easily and convincingly to adult stature.

It is in this scene, too, that Miss Elsa Lanchester suddenly divests herself of the mask of burlesque beneath which she has hitherto obscured the character of Miss Jones, a transformation that would, one ventures to think, have brought with it greater human, and even comedy, significance had its preceding contrast been less highly coloured or edged with caricature. In the case of Mr. Tyrone Guthrie, no such transformation is either designed or attempted, and in this respect his nervous, staccato portrayal of the puritanical Mr. Jones, whose sensibilities are constantly outraged by the behaviour of Ginger Ted, has the merit of consistency. It remains for Mr. Robert Newton to strike a really human note in his performance as the Dutch controller of the island, a piece of sensitive and restrained acting which has warmth as well as colour. For all its inequalities, the picture is, however, a notable technical achievement. There is little or nothing suggestive of studio trickery or photographic faking in its composition or setting.

M. E. N.



# THE MAILED FIST STRIKES AUSTRIA: A PICTORIAL MAP OF THE INVASION.

Drawn by our Special Artist G. H. Davis.



AUSTRIA NOW A LAND (STATE) OF THE GERMAN REICH: THE ANCIENT COUNTRY WHICH HAS LOST ITS INDEPENDENCE—SEEN FROM THE SOUTH-WEST; SHOWING HOW THE INVASION WAS MADE; AND HERR HITLER'S ROUTE TO VIENNA.

In a statement to the Press on March 13 (when German troops were already in Vienna), an official, Herr Lazar, said: "Austria is a land of the German Reich." He used the German word *land*, thus giving Austria a status equivalent to that of Bavaria, Württemberg, Prussia, Saxony, Baden, Hesse and other provinces. There is still a Prime Minister in Bavaria, and Field-Marshal Göring is Prime Minister in Prussia. It may be that an Austrian "Government" will survive under some such form. But the absorption of Austria is none the less real for that. The Austrian law announcing the union of Austria with the Reich is accepted as a German law. The Austrian Army is incorporated with immediate effect into the German Army, and General von Bock, Commander of the German Eighth

Army, has been appointed to command all troops within the Austrian frontiers. The German invasion of Austria was effected mainly by troops which crossed the frontier at Salzburg, Kufstein, and Mittenwald. Later, however, reinforcements went to Fussen, Laufen, and all other points on the border. The whole invading force probably totalled about 60,000 men. Later it was reckoned there were 150,000 German troops in Austria. German bombers appeared over Vienna and dropped pamphlets. They were followed by troop-carrying aeroplanes, which landed several hundred German infantrymen at Aspern Airport, outside Vienna. One of the most interesting incidents of the invasion was the German meeting with Italian troops when the Brenner Pass was reached. Courtesies were exchanged at this point.



# MAORI LIFE FROM WITHIN—BY AN OXFORD-TRAINED CHIEFTAINESS.

## "THE OLD-TIME MAORI": By MAKERETI.\*

An Appreciation by SIR JOHN SQUIRE.

THIS book, though prepared for the press by an Oxford scholar, is really the work of a Maori chieftainess who died at Oxford a few years ago. Makereti, or Maggie Papakura, was only half Maori, for she had an English father. But she looked a typical Maori beauty; she had an immense number of descents from the chiefs who brought the Arawa Canoe from Hawaiki in 1350, and her tribe accepted her as chief.

It is a strange medley of a life. From her mother she derived a passionate interest in the past of the Maoris—tribal history and racial customs. But she had an English education, married two English husbands, worked late in life for the Oxford B.Sc., and was able to look at the "old-time Maori" with the eyes both of one of their descendants and of a trained British anthropologist. The result is a book unlike any other, and one which, if not exciting, anthropologists will find useful for reference. Outside observation, however painstaking, of other people's odd customs can never be so revealing as explanation from within.

Why, I wondered as I read this book, are we not more familiar with the lives and history of this handsome, fascinating, intelligent race, of whose prowess at swimming, music and Rugby football we hear whenever they are mentioned? It seems a small point, but I really believe that, for all except specialists, who mustn't be daunted by anything, the names are a stumbling-block, just as they are with would-be readers of Irish novels since their authors began calling themselves Liam O'Faolaoiach and such things. It is remarkable that every Maori of rank should know by oral tradition the ramifications of his family for twenty generations; it seems still more remarkable when we consider the sort of names that he remembers. Here is a slice of Makereti's pedigree: "Tamatekapua, chief and captain of the Arawa Canoe, married Whakaotirangi; Kahumatamomoe, Hine-i-tapaturangi; Tawake Moetahanga, Puparewhaitaita; Uenuku Mai Rarotonga, Te Aokapuarangi; . . ." I can only hope that I have copied them out properly; there is a whole page of them and when I look at them, "mine eyes dazzle" as the gentleman in the play remarked. This book is not for such as cannot face hard words; proper names apart, it is peppered with them and at moments one has the feeling that two languages are being talked at once.

But there is a great deal of information here, and a winning ardour of affection. Makereti may paint an almost too rosy picture of the virgin innocence and gentleness of her people before the white men arrived—the worst ones first, as usual, with their vice, their diseases, and their brutality. Her sighs over the long Golden Age of New Zealand remind one of our own hankerings after a lost Merrie England full of piping shepherds, maypoles and perpetual fine weather. But, on the whole, what she says on this point is confirmed by the testimony of many white observers. The Maori, when not on the

warpath, was athletic, cleanly, chaste, kind, quiet, considerate, domesticated, magnificently hospitable: something, in fact, very much nearer the British idea of a gentleman than were the whites who followed in the train of Captain Cook. But there was one black spot, of which one is reminded

when one suddenly, in a description of food storage, comes across the sentence: "The shelves were used for drying fish, and as a larder for human flesh, or dog flesh which was to be

says: "Much nonsense has been written about the starving Maori. People have written as though the Maori attended a meeting or a *tangi* just for the sake of having a good meal or overfeeding, and as though he starved or lived in a state of starvation after it until another feast came along. These writers often speak as though a Maori made himself poor by giving a feast for the opening of his house, the marriage of his daughter, or by the food he supplied for a *tangi* for his mother or father or other relative. I am writing enough in this chapter about the large cultivations of kumara, aruhe, taro, and other foods of the Maori, about the fishing for sea-fish and fresh-water fish and shell-

fish, about the many varieties of fruits and berries gathered in the forests, and about the birds caught and snared there, to show that the Maori always had plenty of food, and that he need never wait for a *hui* (gathering) to have a square meal. Indeed, there never was a poor or hungry Maori before the days of the Europeans, when the Maori left their *kainga* to work for Europeans and a necessity for money arose and disorganised their former wonderful way of living." At the same time they did not object when Cook left behind some pigs and potatoes, which increased and multiplied and varied what must have been rather a monotonous diet.

Makereti gives a wealth of detail about cooking methods and implements—though in her own part cooking was easy, the hot springs, for boiling or steaming, being the housewife's dream. The Maoris apparently knew all about preserving fish and meat. They had a manner of preserving birds by embedding them in their own fat. She tried it on partridges in Oxfordshire (though she had to use lard,

as partridges are lean birds), and they were excellent after three years' storage. Fishing was carried on by seine nets and hooks; one surprising little fact is that "The Maori did not care a great deal for oysters, as he did for other shell-fish."

One shell-fish served a double purpose. "Pipi is a small bivalve, 1½ to 2 inches long, with a smooth white shell nearly oval, and faint marks that follow the lines of the shell. It grows all over New Zealand, generally in sand-banks or sandy mud, and was a favourite food. The shell-fish itself was of a creamy white or yellow colour, and was eaten raw, dried, or cooked either on hot coals, or by steaming for a very short time. The shell was used for shaving. The old Maori did not like hair on his face, because it covered up the beautiful lines of his *moko* (tattoo). The hairs on his face were pulled out by means of an empty pipi or kakahi shell. The operator would hold the two pieces in his right hand, and with his left hand on the back of the neck of the man who was to be shaved, would catch the hair between the two shells, and pull it out. Although this was a painful operation no sound was ever made by the patient."

There are plenty of strange customs in this book; "tapus" (or taboos) were innumerable, and, as

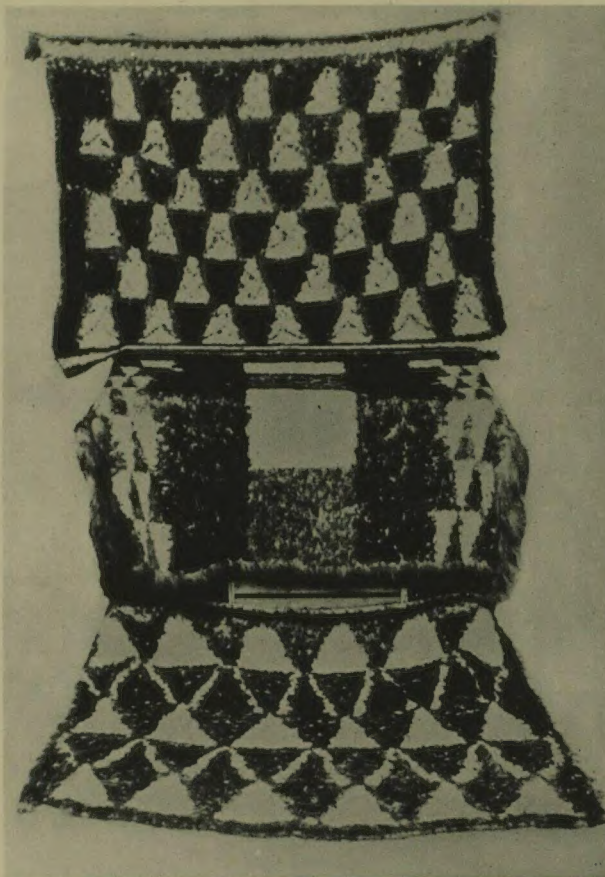
usual, mostly incomprehensible to the Western mind. For example, "An infant's hair was not cut. Its nails were not cut, but bitten off by its mother, and buried or hidden where no one could get at them." For one trouble about this book is that statements like that are made and there is no attempt to explain the reason, if any, for so strange a practice. This word "tapu" is omnipresent, and its operation is taken for granted.



A DESCENDANT OF THE MAORI GODS, AND CHIEFTAINESS OF THE ARAWA TRIBE: THE LATE MAKERETI PAKAKURA, FORMERLY HOSTESS AND GUIDE TO THE HOT SPRINGS OF ROTORUA, NEW ZEALAND—AT THE AGE OF TWENTY-ONE OR TWENTY-TWO, ABOUT 1893.

Makereti was born in 1872 and died, at Oxford, in 1930. "In her came together the lines of all the chiefs . . . who first arrived in New Zealand in the Arawa Canoe about 1350, and through them she was descended from the gods." Her father, Mr. W. A. Thom, was an Englishman. In 1891 she married Mr. W. F. Denny. In 1911 she brought her native village with its carved houses to the White City for the Festival of Empire on King George V's Coronation. She then married, as her second husband, Mr. R. C. Staples-Browne, and subsequently lived in or near Oxford. This photograph shows her wearing the royal *huia* feather in her hair, and the *kiwi* cloak which is the privilege of chiefs. Hung round her neck is the greenstone *tiki* called *Te Uoro*, over 500 years old.

eaten shortly." The author does not dwell on the subject; there wouldn't be much point about it at



FEATHER CLOAKS THAT BELONGED TO MAKERETI: MAORI GARMENTS OF DISTINCTION.

At the top is a cloak made of flax, with white pigeon feathers and green parrot feathers interwoven. In the middle is a shoulder-mat of parrot, pigeon, *tui* (Parson bird) and *weka* (woodhen) feathers, with kiwi feathers down each side. Below is a mat made from pigeon, *tui*, and some peacock feathers.



A FINE EXAMPLE OF MAORI ARCHITECTURE: MAKERETI'S HOUSE, TUHOROMATAKAKA—THE PORCH, WITH ITS BEAUTIFULLY CARVED GABLES AND PILLARS.

Illustrations from "The Old-Time Maori"; by Makereti. Reproduced by Courtesy of the Publishers, Messrs. Victor Gollancz.

this time of day. But it is a standing matter for bewilderment how one group of Polynesians would look upon the eating of dead enemies as natural, the next group, no more highly civilised, would regard it with horror.

On this matter of food Makereti clears up one mistake of travellers. It has been commonly reported that the Maories were a starving race who saved up all their meagre substance for an occasional tribal blow-out. Our author

\* "The Old-Time Maori." By Makereti. Collected and Edited with a Biography, by T. K. Penniman, Secretary to the Committee for Anthropology in the University of Oxford. With 24 Plates. (Gollancz; 16s.)



# THE STRENGTH OF MUCH-CONCERNED CZECHOSLOVAKIA: HEAVY ARTILLERY.



THE ARTILLERY OF THE CZECH ARMY—REPUTED TO BE EXTREMELY EFFICIENT AND WELL-EQUIPPED: A HEAVY HOWITZER; WITH THE GUN-CREW IN THE NEW TYPE OF CZECHOSLOVAK STEEL HELMET, RESEMBLING THE GERMAN.

THE German march into Austria was followed by German assurances to Czechoslovakia that she had no aggressive designs against her. None the less, the eyes of Europe and the world are fixed upon that country, which is now half-surrounded by German territory. What is the resisting power of the Czechs? In our last issue, we gave a pictorial map showing the organisation of their frontier defences. On this page and two following, we illustrate their extremely well-equipped army with its tanks and air-force.



THE HEAVY MORTAR—A TYPE OF GUN IN WHICH THE SKODA ARMS WORKS IN CZECHOSLOVAKIA HAVE LONG SPECIALISED: A HUGE WEAPON (PROBABLY OF 21 CM.—i.e., 8.2 IN. CALIBRE) ABOUT TO BE FIRED.



## CZECHOSLOVAKIA'S ARMY—FOCUS OF EUROPE'S INTEREST: SKI-UNITS; TANKS.



TRAINING THE CZECHOSLOVAK ARMY, A THOROUGHLY MODERN FORCE, UPON WHICH THE EYES OF EUROPE ARE NOW FIXED: A SKI-FORMATION AT WINTER EXERCISES ON THE SNOWFIELDS.



THE CZECH TANK FORCE: SOME OF THE EXTREMELY EFFICIENT MACHINES OF A LIGHT TYPE PRODUCED BY THE BIG CZECH ARMS FACTORIES—ADVANCING UNDER COVER OF SMOKE.

The peace-strength of the Czech Army is fourteen divisions; and this could be doubled in answer to an act of war, provided that mobilisation was not interfered with by enemy sabotage and air action. The population of the country is 15,000,000; including the German minority of 3,000,000. The army is formidable on account of its thoroughly up-to-date equipment. Czechoslovakia is one of the great arms-manufacturing countries of the world. The huge 30.5-cm. and 21-cm.

mortars are a special feature of the Czech artillery; and it will be recalled that mortars from the Skoda works won some notable successes for the Central Powers in the Great War. The remainder of the Czech artillery is armed with 15-cm. guns and howitzers, both with motor traction; 10-cm. and 10.5-cm. "light" and "heavy" field guns; and mountain guns. There are also several "special" artillery regiments, some being armed with anti-aircraft guns. Czechoslovakia has

[Continued opposite.]



## CZECHOSLOVAKIA'S ARMY: INFANTRY ATTACK WITH TANKS AND 'PLANES.



THE MODERNITY OF THE CZECHOSLOVAK ARMY, WHICH IS BACKED BY AN EXTREMELY WELL-EQUIPPED ARMS INDUSTRY: INFANTRY ADVANCING IN SMALL GROUPS BEHIND TANKS; WHILE AEROPLANES LAY A SMOKE-SCREEN.



THE SAME ATTACK A FEW MINUTES LATER: THE SMOKE-SCREEN SPREADING STEADILY AND FILLING THE AIR; WHILE TANKS CAN BE SEEN CROSSING THE SKYLINE ON THE RIGHT.

made considerable progress in developing her tank strength. Recently, Sweden bought from a Czech factory nearly fifty light tanks of a type which is regarded as superior to many European makes. The infantry is armed with a 7.9-mm. Mauser rifle. The heavy machine-guns are of the Schwarzlose pattern. The excellence of the light machine-guns is vouched for by the fact that our own army, after investigating numbers of different types to replace the Lewis gun,

chose a model from the Brno factories—developed into the Bren gun now in use. The Czechoslovak Air Force has been steadily expanding for many years. It now comprises six regiments, with about 550 first-line machines, and a thousand all told. It is backed by an extremely efficient aviation industry, quite independent of foreign imports, and with an annual productive capacity of over a thousand machines, which could be considerably increased in emergency.



## BOOKS OF THE DAY.

THE legend of St. Brandan, as poetically told by Matthew Arnold, relates how the soul of Judas Iscariot, by virtue of his one good deed, was released once a year from the fiery pit for a cooling respite amid the Arctic snows. "Once every year," he told the terrified Saint, near whose boat the floe that bore him had drifted:

"I stanch with ice my burning breast,  
With silence balm my whirling brain."

I was reminded of this poem by the row of books now laid on my table for review. Without pushing the analogy too far, I should explain that about once a year it befalls me to sojourn awhile (in imagination) amid "thrilling regions of thick-ribbed ice": that is, whenever works on polar exploration, mountaineering, and so on, accumulate sufficiently to provide material for an article. Then, as it were, "there arrives a lull in the hot race" of tropical travel books, lurid lives, and fiery war literature, and I can cool my fevered brow among the vast ice-fields and the "healing snows."

To begin with the most recent work—one that enjoys the blessing of the Book Society—I am carried thereby to the opposite pole from that where Judas anticipated the drifting Soviet scientists (I hope they may never become traitors too—so fatally easy, it seems, in Russia!). Not unduly restful, however, are phases of the Antarctic scene vividly pictured in "SOUTH LATITUDE." By F. D. Ommanney. With 16 Illustrations (Longmans; 9s. 6d.). To escape from what to him was drudgery, as a lecturer in zoology in London, the author applied for a post on the scientific staff of the "Discovery" Expedition, whose business was the study of whales in Antarctic waters, and was accepted. "They told me," he writes, "that I was to go to South Georgia by the *Antarctic*, a Norwegian floating factory ship . . . to carry out the examination of whale carcasses at a whaling station."

Thus Mr. Ommanney's adventures began. Readers whose taste runs to such books as Melville's "Moby Dick," or Conrad's sea stories, will find this book, with its fine descriptive power, quite in the tradition. "It was written," we are told, "in odd half-hours in the routine of a ship's work, frequently in heavy seas, with the author's typewriter lashed to the cabin table." Thus it has an authentic note of actuality, both in scene and dialogue, for the rough chaff of sailors, which is frankly rendered, does not err on the side of delicacy. The tang of the sea is certainly in his pages, as well as the sometimes over-stimulating tang of the deceased whale. The author's sympathies, apparently, are with the whales, as when he writes of one harpooning incident: "Still the Leviathan fought for his life, his harmless, free and joyful life that had suddenly been struck from him at one dreadful blow." The whaling industry, however, does not monopolise the interest. There are memorable passages describing the perils of a stranded survey party, the "Discovery's" narrow escape from being trapped by an ice-pack, and the rescue of the American airman, Lincoln Ellsworth, and his British pilot, Hollick Kenyon, from Little America, Byrd's former base camp at the Bay of Whales. Australia backed this rescue expedition with great fervour, in gratitude for help rendered by the United States Pacific Fleet in the unavailing search for the lost airman Ulm.

Another happy example of Anglo-American comradeship (using the term "Anglo-" as applying to the Empire generally) is recorded in "EXPLORING WITH BYRD." Episodes from an Adventurous Life, Compiled and Revised by Rear-Admiral Richard E. Byrd, U.S.N. (Ret.). With 27 Photographs (Putnam; 10s. 6d.). Here the famous American explorer presents the most significant phases of his career in extracts, adapted and revised, from his previous books—"Skyward," "Little America," and "Discovery." He recalls, for example, his flights to the North and South Poles and across the Atlantic, the foundation of Little America, and his second Antarctic expedition, when a series of daring flights solved the last great geographical mystery, by proving "almost," he says, "beyond a shadow of doubt," that Antarctica is one great continent, without any strait between the Ross and Weddell Seas. Just before the polar winter of 1934-5 the expedition surgeon at Little America was compelled by ill-health to

return to New Zealand, nearly 3000 miles away. "It put the Ice Party in jeopardy," writes Admiral Byrd, "since 56 men would have to face the prospect of a year in the Antarctic without the services of a physician and surgeon. . . . Finally, after searching in many directions, I radioed the Royal Geographical Society of England and learned that the British exploring ship *Discovery II*, had put into New Zealand to refit. Captain Nelson, who commanded her, offered to relay a doctor to the northern edge of the pack if we would meet him there with the *Bear*. My relief, to put it mildly, was tremendous. Th's generous act was typical of British sportsmanship."

In the annals of the Antarctic an honourable place belongs to the naturalist of the Scott expeditions, who shared his leader's fate. His memory is revived in "EDWARD WILSON: NATURE-LOVER." By George Seaver. With 17 Coloured Illustrations and 28 Line-Drawings by Edward Wilson, and 22 Photographs (Murray; 10s. 6d.). Wilson was not only a scientist, but an accomplished artist, and a man of

since the appearance of Mr. Seaver's biography letters had come from all parts of the world asking for some such work. This book admirably meets the demand. The extracts from Wilson's own diaries and letters are the sort of thing Gilbert White would have written had he lived in our time and been a Polar explorer.

Among this week's books the South Pole carries off the scientific honours. The sub-Arctic regions, however, are represented by an exceedingly attractive and unusual holiday travel book, in lighthearted mood with a strong literary flavour—namely, "LETTERS FROM ICELAND." By W. H. Auden and Louis MacNeice. Illustrated (Faber; 12s. 6d.). The collaborators are two of the best of our modern poets, and it is not surprising that much of their record takes a metrical form. Mr. Auden, for instance, took his Byron with him, and (from motives which he explains in prose) addresses to the author of "Don Juan" a long poem in cleverly modernised Juanesque stanzas, while Mr. MacNeice indites from Reykjavik an epistolary greeting in rhymed couplets to two friends in London, who happen also to be friends of mine. Finally, the two poets combine to give us their "Last Will and Testament" in satirical verse which is very amusing, extremely personal towards the numerous "legatees," and at times distinctly plain-spoken.

Incidentally, of course, there is a good deal about Iceland and the Icelanders, and the authors' own experiences among them. Altogether, this up-to-date Icelandic saga should on no account be missed. In the matter of whaling, of which the travellers saw something, they (like Mr. Ommanney) sympathise with the whale. Thus, in a chatty letter to a friend, Mr. Auden writes: "A whale is the most beautiful animal I have ever seen. It combines the fascination of something alive, enormous and gentle, with the functional beauties of modern machinery. A seventy-ton one was lying on the slipway like a large and very dignified duchess being got ready for the ball by beetles. To see it torn to pieces with steam winches and cranes is enough to make one a vegetarian for life."

It would seem that the Book Society has been enjoying a cool spell in its reading of late, for besides commending "South Latitude," it has also given a benediction to "ESCAPE ON SKIS." By Brian Meredith. With Preface by L. S. Amery and 32 Photographs (Hurst and Blackett; 12s. 6d.). The word "escape" has entered the category of what might be called intellectual slang, wherein certain words (such as "different," "unfit," and so on) assume something more than their usual meaning. Formerly, one "escaped" from something or somewhere. Nowadays, one merely "escapes"—presumably from the general cussedness of things. Mr. Meredith's title, then, does not indicate that he escaped from an icy dungeon, or from the clutches of an Abominable Snowman. It suggests rather that skiing is a good way of casting off dull care and revelling in the wide open spaces.

Though not a ski-er myself, I can well believe that this pastime tends to discursiveness and a wide range of fancies, impressions, memories, and philosophic speculations. Anyhow, that is what the author gives us in this fascinating medley, while recounting his "escapes" on ski in Canada and Switzerland. Among other things, he indulges in some lightly ironic criticism of mountain-climbers—their mentality and their modes of literary expression. They tend, he says, to erotic metaphor in describing their approach to virgin peaks. Other critics, I think, have complained of their excessive addiction to military terms, such as the "conquest" of this or that mountain. After all, however, we must allow the unfortunate climber some sort of metaphorical exuberance!

In view of the forthcoming expedition to Everest, the moment is opportune to mention a delightful book by its leader—"SNOW ON THE EQUATOR." By H. W. Tilman, author of "The Ascent of Nanda Devi." Illustrated with 24 Photographs and 4 Maps (Bell; 12s. 6d.). This book is not confined to mountaineering, but relates entertainingly the author's experiences during fourteen years in Africa,

[Continued on page 506.]



THE KING TAKES A TRIP IN AN 1899 DAIMLER WHICH BELONGED TO HIS GRANDFATHER, KING EDWARD VII.: AN INCIDENT DURING THE ROYAL VISIT TO THE DAIMLER "SHADOW" AIRCRAFT FACTORY AT COVENTRY. (Planet.)



KING EDWARD VII. WITH ONE OF HIS EARLY DAIMLERS, BY THE USE OF WHICH HE DID MUCH TO POPULARISE MOTORING—A CAR SIMILAR TO THAT IN WHICH KING GEORGE VI. RODE AT THE DAIMLER "SHADOW" FACTORY.

During his tour of the Government "shadow" aircraft factories, constructed under the Air Force expansion scheme, his Majesty took a ride in a thirty-nine-year-old Daimler which was built for King Edward VII. when he was Prince of Wales. Viscount Swinton, the Air Minister, rode in the back seat behind King George. The car is an 1899 six-h.p., with chain drive.

most engaging personality. Mr. Seaver, who has told his life-story in "Edward Wilson of the Antarctic," describes him in the present volume as "stainless in honour and selfless in devotion; the unfailing friend of all at need, acknowledged by all his peers as the most knightly spirit that ever entered the Antarctic wastes." His widow, in a short preface, mentions that, had he survived, he would himself have produced a book on natural history illustrated with his own drawings, and that



## EVENTS ON LAND AND SEA AND IN THE AIR: THE CAMERA RECORDS ITEMS OF TOPICAL NEWS.



THE FIRE IN THE CUNARD-WHITE STAR LINER "BERENGARIA"  
A SECTION OF THE DAMAGED MAIN LOUNGE. (Keystone.)



AT SOUTHAMPTON AFTER HAVING CROSSED THE ATLANTIC WITHOUT PASSENGERS: THE "BERENGARIA," WHICH, AFTER THE FIRE, WAS REFUSED CLEARANCE PAPERS BY THE UNITED STATES STEAMBOAT INSPECTION SERVICE. (Fox.)

On March 3 a fire broke out in the main lounge of the Cunard-White Star liner "Berengaria," which was lying at her pier in the River Hudson. Passengers spending the night aboard were driven from their cabins by smoke, and state-rooms on the deck below were flooded by the water pumped into the ship by the city and harbour firemen. The liner's sailing was postponed, and it was decided to transfer the first-class passengers to other vessels. The following day, an hour before she was due to leave dock, the United States Steamboat Inspection Service refused to grant her clearance papers, although Lloyd's representatives had issued a certificate of seaworthiness. In consequence, the "Berengaria" had to transfer her 270 passengers of the third and tourist class and leave with only mail and cargo. At Southampton she was again examined and the damage was stated to be not so serious as at first thought.



THE FIRST PRODUCTION-MODEL OF THE DE HAVILLAND "ALBATROSS" AND ONE OF TWO SUCH MACHINES ORDERED BY THE AIR MINISTRY TO ASSIST DEVELOPMENT FOR TRANSATLANTIC SERVICES: THE HUGE FOUR-ENGINE AIR-LINER AT HATFIELD BEING PREPARED FOR ITS TESTS.

In his Memorandum on the Air Estimates, Lord Swinton recalled that the Air Ministry had placed an order for two De Havilland "Albatross" machines to assist development for Transatlantic services. The first of these, which differs in some particulars from that shown at the last R.A.F. display, was recently tested by the Air Ministry. The machine, which is a low-wing monoplane of special construction, has four 500-h.p. D.H. "Gipsy-Twelve" engines and can cruise at 200 m.p.h. with a pay-load of half a ton. The most obvious alteration in design is that the rudders and fins are now placed at the edge of the tail-plane. Further machines are being built for Imperial Airways to carry forty-two passengers in day-time and twelve in sleeping-berths at night. (Fox.)



THE KING'S TOUR OF SHADOW FACTORIES ENGAGED IN AIRCRAFT PRODUCTION FOR THE GOVERNMENT: HIS MAJESTY OPERATING ONE OF THE MACHINES AT ROOTES' FACTORY. (L.N.A.)

On March 10 H.M. the King visited five of the shadow factories engaged in aircraft production for the Government in the Birmingham and Coventry area. First, his Majesty toured the Austin factory at Longbridge, where airframes and aero-engines are manufactured and production is in hand on 75 per cent. of the various components of fighting-aircraft. At the Rover factory he saw rods, pistons, valves and gears being made for the Bristol "Mercury VIII" engine; and at the



THE KING'S VISIT TO COVENTRY: INTENTLY EXAMINING ROCKER MECHANISM DURING A TOUR OF THE DAIMLER FACTORY. (Planet News.)

Standard factory the cylinder group for the same engine in production. The crankcases, oil-sumps and rocker mechanism are made at the Daimler factory, and there the King was shown the motor-car which had belonged to his grandfather, King Edward VII. On enquiring if it worked he was assured that it did and was asked if he would like to ride in it. He climbed into the seat next to the driver and was driven round the factory. (See page 484.)



## THE SINKING OF THE "BALEARES": DRAMATIC PHOTOGRAPHS



1. THE BEGINNING OF THE END: THE FRANCO CRUISER "BALEARES" TORPEDOED BY A SPANISH GOVERNMENT DESTROYER OFF CARTAGENA, WITH HER STERN LIFTING INTO THE AIR AND SOME OF THE CREW ON THE QUARTER DECK, WHILE OTHERS SLIDE DOWN ROPES INTO THE WATER.



3. THE THIRD PHASE: ANOTHER PHOTOGRAPH TAKEN FROM THE BRITISH DESTROYER "KEMPENFELT" (PARTLY SEEN IN THE RIGHT FOREGROUND) SHOWING THE STRICKEN "BALEARES" JUST BEFORE THE FINAL PLUNGE, WITH HER FORE PART ABLAZE, AND MEN OF HER CREW SWIMMING TOWARDS THE RESCUE SHIP.

In the early hours of March 6, the Franco cruiser "Baleares" was torpedoed and sunk by Government destroyers from Cartagena. The photographs given here, which form a most dramatic record of the event, were taken by Lieut. Milne-Home, a gunnery officer in H.M.S. "Kempenfelt." This ship, with

another British destroyer, H.M.S. "Boreas," did gallant work in rescuing survivors from the "Baleares," and both later risked bombs while transferring them to other Franco cruisers. It was reported that 38 officers and 328 ratings had been rescued, while at least 500 of the crew were lost. The

## OF THE TORPEDOED CRUISER FROM A BRITISH RESCUE SHIP.



2. A LATER PHASE OF THE DISASTER: THE DOOMED CRUISER "BALEARES," SINKING IN FLAMES AND HEELING OVER, WITH HER STERN RISEN STILL FURTHER OUT OF THE WATER—A PHOTOGRAPH SHOWING THE HEADS OF SOME OF HER CREW STRUGGLING IN THE OILY SEA.



4. THE LAST PHASE: THE "BALEARES" GOES DOWN IN FLAMES THAT LOOK LIKE A HUGE 'BALL' OF FIRE ON THE WATER—ANOTHER PHOTOGRAPH TAKEN FROM THE "KEMPENFELT," ONE OF THE BRITISH DESTROYERS STANDING BY TO RESCUE SURVIVORS; SHOWING THE HEADS OF MEN SWIMMING TOWARDS HER.

Gibraltar correspondent of "The Times" stated on March 9: "It appears that the 'Baleares' was struck by three torpedoes. Two hit her forward and one amidships, bursting her fuel tanks and causing a tremendous explosion. Those of the crew who jumped into the sea only found themselves

in a worse plight, for in the layer of fuel oil floating on the surface they could not swim. Life-lines thrown from the British ships became soaked in oil and slipped from the drowning men's grasp. . . . The cruiser went down with her colours flying." (Photographs Supplied by Associated Press. World Copyright.)



# A BRITISH DESTROYER BOMBED DURING RESCUE WORK: THE "BOREAS."

PHOTOGRAPHS SUPPLIED BY ASSOCIATED PRESS. WORLD COPYRIGHT RESERVED (SEE ALSO PHOTOGRAPHS ON THE TWO PRECEDING PAGES.)



BOMBS FROM SPANISH AIRCRAFT EXPLODING IN THE SEA NEAR H.M.S. "BOREAS" WHILE SHE WAS TRANSFERRING TO THE "CANARIAS" RESCUED SURVIVORS OF THE "BALEARES": TWO PHASES OF THE ATTACK, SHOWING THE BOAT IN WHICH ABLE SEAMAN LONG WAS KILLED BY A BOMB SPLINTER TWO MINUTES LATER.

On March 7 the Parliamentary Secretary of the Admiralty said: "Able Seaman George Long, of H.M.S. 'Boreas,' was killed by a bomb splinter while survivors picked up from the Spanish insurgent cruiser 'Balears' were being transferred from H.M. ships 'Kempenfelt' and 'Boreas' to the Spanish insurgent cruiser 'Canarias.' During this operation the 'Canarias' was attacked by aircraft." Citing Admiralty reports, "The Times" stated: "H.M.S. 'Kempenfelt' and

'Boreas' took off the survivors of the 'Balears' soon after the action in which she was hit by torpedoes at 2.20 a.m. [on March 6]. The bombing attack, in which one of the 'Boreas's' men was killed and three others slightly wounded, took place, not during the rescue, but some hours later, after 7 a.m., while the survivors were being transferred to the 'Canarias.'" These photographs, like those on pages 486 and 487, were taken by Lieut. Milne-Home, of the "Kempenfelt."



## AUSTRIA INVADED BY GERMANY: THE VANGUARD REACHES VIENNA BY AIR.



Keystone.

GERMAN BOMBERS OVER VIENNA: UNITS OF THE FORCE OF SCORES OF MACHINES WHICH DROPPED LEAFLETS OR LANDED TROOPS ON MARCH 12.



Wide World.

THE AIR-BORNE SPEAR-HEAD OF THE GERMAN INVASION OF AUSTRIA: INFANTRYMEN—PART OF A FORCE OF 2000—WHO WERE TRANSPORTED STRAIGHT TO ASPERN AIRPORT AT VIENNA; COMPLETELY EQUIPPED—DOWN TO GAS-MASKS.

Vienna awoke on the morning of March 12 to the roar of the engines of scores of German bombers, which proceeded to drop leaflets—bearing messages such as "The National Socialist Germany greets the new National Socialist Austria!"—and, happily, nothing more lethal. By breakfast time troop-carrying aeroplanes had begun landing German infantrymen at Aspern airport, outside Vienna. By 2.30 there were 2000 Germans at Aspern. Two hundred machines are said to

have been used, and to have arrived at the rate of fifty every hour. These men constituted the vanguard of the German Army, which was already moving into Austria in several columns. Troops continued to pour into the country in vast numbers; the great display of force showing that the Germans were determined not to permit demonstrations against the new régime; and also, perhaps, to discourage any of Austria's neighbours from interfering.



## AUSTRIA RAISES THE BARRIER FOR GERMANY: AT KUFSTEIN AND AT LINZ.



*Central Press.*

RAISING THE FRONTIER BARRIER AS GERMAN TROOPS MARCH INTO AUSTRIA: THE SCENE AT KUFSTEIN, ONE OF THE MAIN POINTS OF ENTRY.



*Wide World.*

HERR HITLER BROADCASTING AT LINZ, NEAR WHICH HE SPENT HIS YOUTH—WITH (L. TO R.) HERR HIMMLER, HEAD OF THE SECRET POLICE, GENERAL KEITEL, CHIEF OF THE HIGH COMMAND, AND (BEHIND HERR HITLER) DR. VON SEYSS-INQUART, NOW GOVERNOR OF THE AUSTRIAN STATE.

As noted on our front page, Herr Hitler entered Austria on his way to Vienna on March 12. Indescribable enthusiasm greeted him at Linz, where his car could scarcely make its way through the crowds. Dr. von Seyss-Inquart made a speech welcoming him. Herr Hitler then went to the Town Hall, whence he broadcast in the following sense: Germans and Herr Chancellor, I thank

you for your welcome. . . . When I left this town I had the same ideals as I have now. If Providence called me from this town to be the Leader of the Reich, it must have bestowed a mission upon me, and that mission could only be to restore my dear homeland to the German nation. I have lived and fought for this aim and I think I have now fulfilled it.



# HOW GERMANY INVADED AUSTRIA: THE MARCH INTO SALZBURG.



*Associated Press.*

THE GERMANS ENTERING AUSTRIA: ENORMOUS CROWDS WATCHING THE STEEL-HELMETED TROOPS MARCH IN AT SALZBURG, WHERE THE LOCAL AUSTRIAN COMMANDER FORMED A GUARD OF HONOUR FOR THE INVADERS.



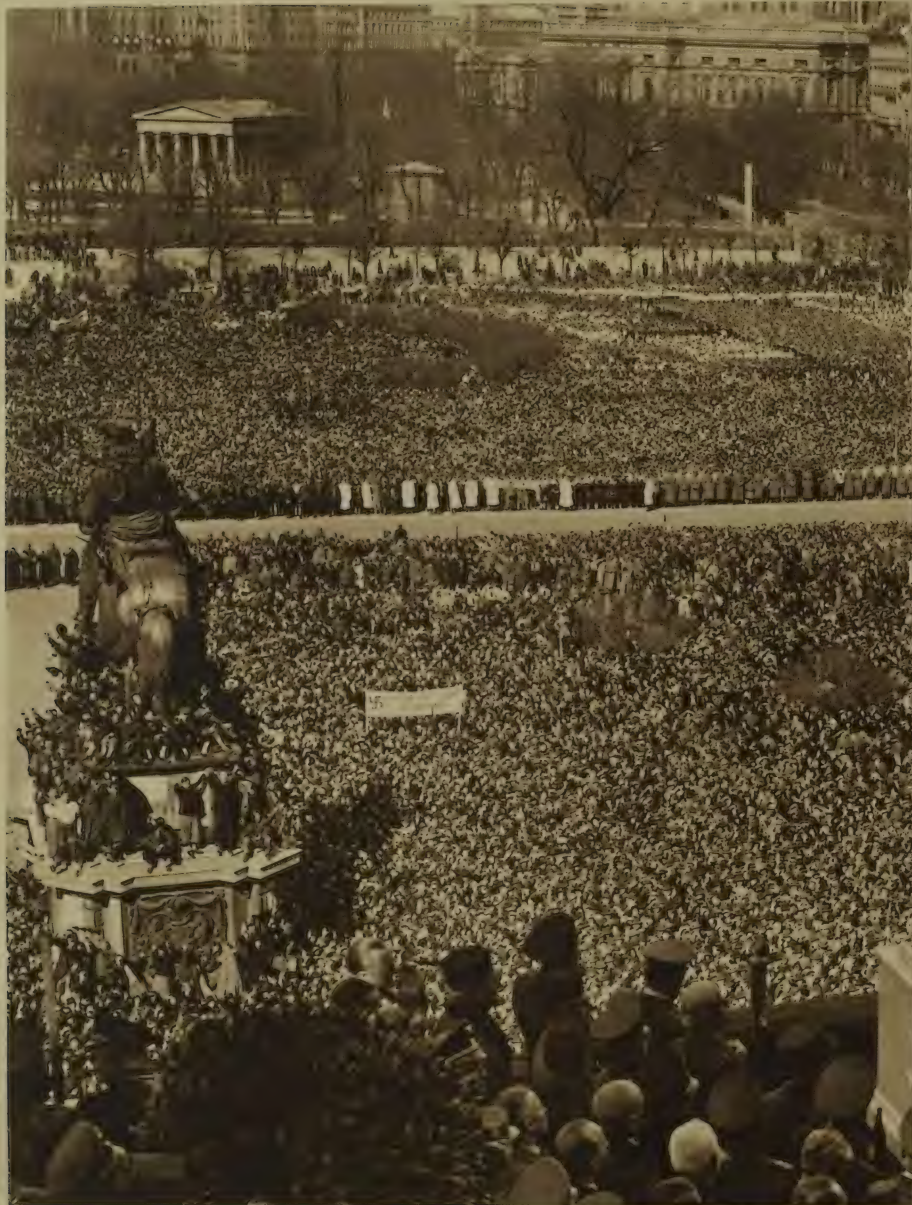
*Sport and General.*

SALZBURG IN GERMAN HANDS: A CHARACTERISTIC PHOTOGRAPH OF THE ENTHUSIASTIC WELCOME GIVEN TO THE TROOPS IN A PLACE WHOSE FESTIVAL IS FAMILIAR TO THOUSANDS OF BRITISH PEOPLE.

As noted on page 479, where a pictorial map of the German invasion of Austria is reproduced, the move took place principally through Salzburg, Kufstein, and Mittenwald. A strong force of German troops, estimated at two divisions, under the command of General Kiebler, entered Salzburg during the early hours of March 12. In accordance with orders from Vienna, the Austrian garrison, consisting of one brigade, under General Sborzil, mounted a guard of honour

as the German troops marched in. Later, in the morning, General Sborzil and his staff were received by General Kiebler, and the Austrian brigade was formally made a part of the German Army. On the railway between Munich and Salzburg, troops, not only of the VII. (Bavarian) Army Corps, but from all parts of Germany, were waiting in their trains to move eastwards. The population in Salzburg gave the Germans an enthusiastic welcome.





THE END OF AUSTRIAN INDEPENDENCE: HERR HITLER PROCLAIMING THAT "MY HOMELAND HAS NOW ENTERED THE GERMAN REICH" ON THE VIENNA "HEROES' SQUARE."

Mein Führer entered Vienna at 5.40 in the evening of March 14. By order of the Cardinal Archbishop, all the churches rang their bells. The Führer drove in procession through throngs of excited people to the Hotel Imperial, where he spent the night. On March 15 the ceremonial announcement of the incorporation of Austria into the Reich was staged. For this, Herr Hitler

drove from his hotel to the Heldenplatz, the great square in which stands the memorial to the Austrian unknown soldier. There he was welcomed by Dr. von Seyss-Inquart, formerly Chancellor, and now Reichstatthalter (Governor) of Austria. Herr Hitler spoke from the balcony of the former Royal Palace. His words included the following: "German men and women! In the last

few days a change has been accomplished in the German community, the importance of which will only be gauged by future generations. I now proclaim a new mission for this land. This 'East March' will from now on be the youngest bulwark of the German nation. For centuries it has been the bulwark against storms from the east. For centuries to come it shall be our

guarantor for the safety and freedom of the German Reich! This land is German and has understood its mission. In this hour I can make before the German people the greatest report of my life on a task carried out. As Leader and Chancellor of the German Reich, I report before German history that my homeland has now entered the German Reich. (Associated Press.)



# DEVASTATED AREAS OF THE CALIFORNIAN FLOODS—RIVALLING



BURIED SEVERAL FEET DEEP IN SILT LEFT BY THE FLOODS: THE FASHIONABLE PASADENA TENNIS CLUB AFTER THE WATERS HAD SUBSIDED.



OVERWHELMED BY A LANDSLIDE AND BADLY DAMAGED: A RESIDENCE IN THE BEL-AIR ESTATES DISTRICT OF LOS ANGELES. (Keystone.)



LIVING UP TO ITS NAME! VENICE (CALIFORNIA) SUBMERGED DURING THE FLOODS; SHOWING (LEFT AND RIGHT CENTRE) BRIDGES WHICH WITHSTOOD THE RAGING TORRENT.

Associated Press.



WHERE TEN PERSONS WERE SWEEPED TO THEIR DEATH: A BRIDGE AT LONG BEACH, WHICH WAS WRECKED BY THE LOS ANGELES RIVER AND CARRIED OUT TO SEA.

Associated Press.



ILLUSTRATING THE FORCE OF THE TORRENTIAL RAINS: A TRANS-CONTINENTAL HIGHWAY BREACHED AT WHITEWATER, WITH A CAR STRANDED ON THE EDGE.

Associated Press.

Three days of continual, torrential rain culminated in extensive floods in Southern California on March 3. The death-roll was estimated at 126, with about a hundred persons missing; while the damage to bridges, roads and public buildings will cost some £10,000,000 to repair. Ten thousand people were rendered homeless by the raging waters and others, isolated in hilly districts, were supplied with food and medical aid by aeroplanes, which also

dropped strips of white cloth with instructions for their use in the formation of code letters enabling airmen to learn immediate needs. Many film-stars were marooned at Malibu Beach; and production at Hollywood was held up, as practically all the film lots were flooded. Visitors at Palm Beach, a fashionable resort, were cut off from the outside world until an aeroplane brought them food and candles, and many other towns were without light,



# HOLLYWOOD'S "HURRICANE" IN THEIR WIDESPREAD RUIN.



*Above:*  
A RESCUE-WORKER  
STANDING ON TOP OF  
A SUBMERGED FIRE-  
TRUCK WHERE THE  
SANTA ANA RIVER  
BROKE ITS BANKS;  
SHOWING, BEYOND  
HIM, A WRECKED  
CAR IN WHICH TWO  
PEOPLE WERE  
TRAPPED. (Keystone.)



VENTURA BOULEVARD, LEADING INTO LOS ANGELES, AFTER THOUSANDS OF TONS OF WATER HAD SWEEP ALONG IT: SHOWING (RIGHT) PAVING-STONES SUSPENDED OVER AN ENORMOUS TRENCH CAUSED BY A LANDSLIDE.  
*Associated Press.*



*Right:*  
COMMUNICATIONS  
WITH THE OUTSIDE  
WORLD CUT OFF BY  
THE FLOODS: THE  
WRECKAGE OF THE  
SOUTHERN PACIFIC  
RAILWAY BRIDGE,  
WHICH GAVE WAY  
UNDER THE PRESSURE  
OF THE RAGING LOS  
ANGELES RIVER.  
*Keystone.*



WHERE A NARROW STREAM BECAME A GIGANTIC RIVER IN THE FLOODS: PEDESTRIANS AT PALM SPRINGS WALKING OVER THE SAGGING RAILWAY-TRACK, WHOSE SUPPORTS HAD BEEN SWEEP AWAY.  
*Associated Press.*



MAROONED AT MALIBU BEACH BY LANDSLIDES AND FLOODING: MISS MADELEINE CARROLL WITH HER RESCUER, MR. GEORGE MARSHALL.  
*Associated Press.*

heat or clean drinking-water. Looting became widespread and orders were given to the police to shoot on sight. Ten of the victims were killed when a footbridge over the Los Angeles River at Long Beach was swept away. Two of the people on it were rescued from the wreckage by sailors of the United States Fleet, one a mile, and the other three miles, out at sea. In Los Angeles shop-keepers attempted to save their goods by building sandbag

barricades, and the entire personnel of the fire and police departments were engaged in assisting the injured and homeless. All schools, Courts, and Government agencies were closed. Many streets and highways were made impassable by landslides and all railway traffic in the flooded area was brought to a standstill. Atwood was destroyed when a dyke gave way and the Santa Ana River poured through the town. Anaheim suffered in a similar way.



## THE GERMAN MARCH ON AUSTRIA:

## PERSONALITIES OF THE CRISIS.



BROADCASTING HERR HITLER'S PROCLAMATION OVER THE GERMAN WIRELESS ON MARCH 12: DR. GOEBBELS READING THE ADDRESS.

On March 12 a proclamation by Herr Hitler, detailing his reasons for German intervention in Austria, was broadcast by Dr. Goebbels, the Minister for Propaganda. The proclamation stated: "Since this morning, the soldiers of the German Armed Forces are marching over all the German-Austrian frontier." (A.P.)



DR. SEYSS-INQUART.

Has become Governor of the Austrian State within the German Reich. Was appointed Minister of the Interior, as Herr Hitler's nominee, after the Berchtesgaden Agreement. Succeeded Herr von Schuschnigg as Austrian Chancellor, on the latter's resignation. (Heinrich Schumann.)



HERR HITLER ENTERING BRAUNAU, IN UPPER AUSTRIA, WHERE HE WAS BORN: RECEIVING A BOUQUET.

One of the towns through which the Führer passed on his way to Vienna was Braunau, in Upper Austria, where he was born. It was the first time that he had visited it since 1912 and he received an enthusiastic reception from the inhabitants, several of whom presented him with bouquets. (Wide World.)



TAKING OVER THE AUSTRIAN YOUTH ORGANISATION: HERR BALDUR VON SCHIRACH.

Herr Baldur von Schirach, the Reich Youth Leader, arrived in Vienna on March 13 and took possession of the Austrian Youth organisation. At a rally of young people, he announced that the Austro-German Customs Houses will be turned into hostels for the youth of the united Reich. (Press Topics.)



FRAU DOLLFUSS WITH HER TWO YOUNG CHILDREN—REFUGEES FROM THE NAZI RÉGIME IN AUSTRIA.

Frau Dollfuss, the widow of the late Austrian Chancellor, who was murdered by Nazis during the attempted *putsch* in 1934, fled from Austria when the National-Socialists assumed power and arrived in Budapest by car on March 13. She was accompanied by her two children. She intends to go to an Italian health resort. (A.P.)



NOW FOREIGN MINISTER FOR BOTH GERMANY AND AUSTRIA: HERR VON RIBBENTROP; WITH HIS WIFE.

On March 15 Herr Wolff, Austrian Foreign Minister, handed over his office to Herr von Ribbentrop, German Foreign Minister and former Ambassador in London. During his stay in London (he returned to Germany on March 13), Herr von Ribbentrop was in close touch with Lord Halifax. (Planet News.)



THE ALL-NAZI GOVERNMENT OF AUSTRIA, WHICH TOOK OFFICE ON MARCH 12: DR. SEYSS-INQUART (CENTRE; WITH CLASPED HANDS); AND MINISTERS. (Wide World.)

An all-Nazi government took office in Austria on March 12. The men who composed it, seen in our illustration, are (l. to r.): Dr. Michael Skubl, Police Minister; Dr. Wilhelm Wolff, Foreign Minister; Dr. Rudolf Neumayr, Finance Minister; Dr. Franz Huber, Minister of Justice; Dr. Artur von Seyss-Inquart, Chancellor, Minister for Defence and Public Security; Professor Oswald Menghin, Minister of Education; Dr. Anton Reinthaler, Minister of Agriculture; Dr. Edmund



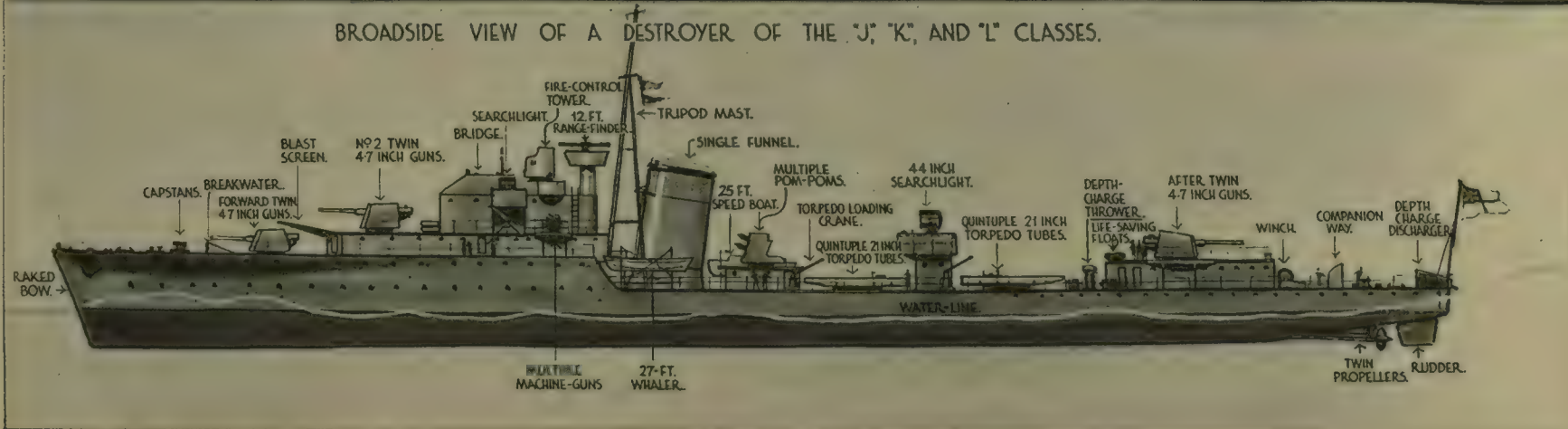
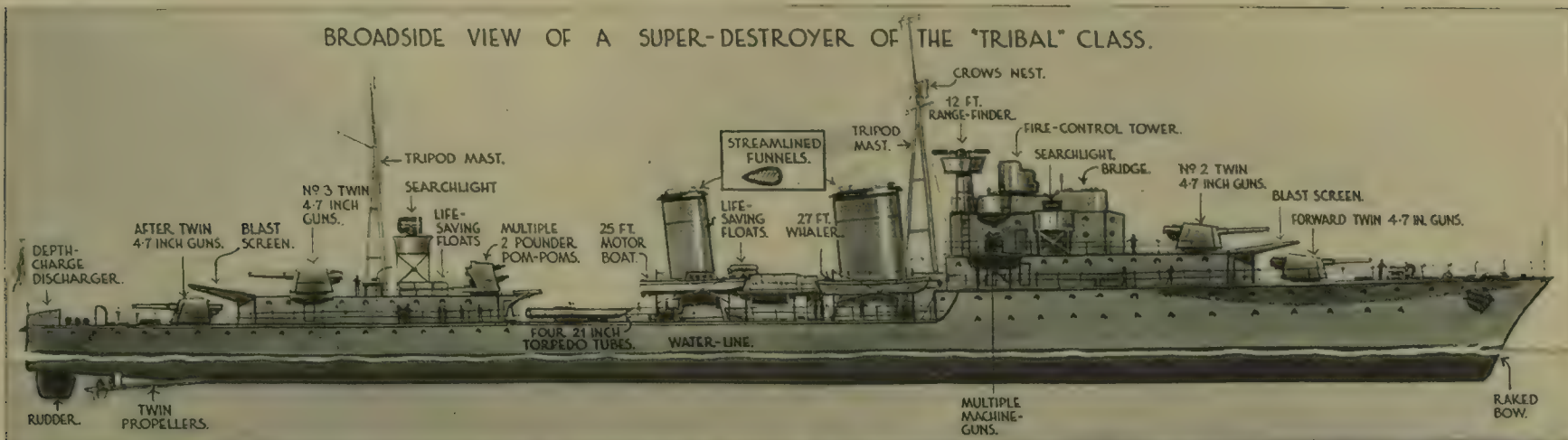
THE LAST HEAD OF AN INDEPENDENT AUSTRIAN STATE: DR. WILHELM MIKLAS, THE FEDERAL PRESIDENT, WITH HIS WIFE AND ONE OF HIS SONS. (Kurt Lubinski.)

von Glaise-Horstenau, Vice Chancellor; Dr. Hugo Jury, Minister for Social Welfare; and Dr. Hans Fischböck, Trade and Communications. Dr. Wilhelm Miklas, Federal President of Austria, resigned on March 13, at the request of Dr. von Seyss-Inquart, to whom he had but recently administered the oath of office as Chancellor. Dr. Miklas, the last head of a sovereign Austrian State, held the position for ten years, having been re-elected in 1931.



# DESTROYER INNOVATIONS IN THE NAVY: "TRIBAL" AND ONE-FUNNEL CRAFT.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS.



THE TWO NEW DESTROYER TYPES IN THE BRITISH NAVY: THE BIG 1850-TON SUPER-DESTROYER OF THE "TRIBAL" CLASS; AND THE NEW "J," "K," AND "L" CLASSES—SHOWING THE LATTER'S VERY POWERFUL TORPEDO ARMAMENT.

A group of sixteen powerful "Tribal"-class destroyers will be added to the Royal Navy this year. They will be the biggest British vessels in this category yet built; though not so large as the huge French destroyers of 2880 tons, which are practically light cruisers so far as their dimensions are concerned. The British "Tribals" are of 1850 tons displacement, with a length (water-line) of 364 ft. and a beam of 36 ft. 6 in. The designed H.P. of their engines is 44,000, giving them a speed of over 36 knots. Their complement is 250. For armament they rely rather upon their guns—of which they carry eight 4.7-inch, mounted in pairs—than torpedo-tubes, of which they mount only four. The pairing of the guns is a

novel feature in British destroyers. "Tribal" vessels have proved remarkably satisfactory upon trials. In contrast to those "super-destroyers," the boats of the "J," "K," and "L" classes, also illustrated here, displace only 1690 tons; with a water-line length of 348 ft. and a beam of 35 ft. Their speed is 36 knots and their complement 218 men. These boats mount six 4.7-inch guns, in pairs (but not in enclosed turrets, as has been suggested), but are chiefly remarkable for their powerful torpedo armament—no fewer than ten tubes in two sets of five. They are also signalled by the fact that they have only one funnel—being the first British torpedo-craft thus designed in the present century.



# SECRETS OF THE "SACRED LAKES" AT ANCIENT EGYPTIAN

DESCRIPTION BY HENRY DE MÉRANE. PHOTOGRAPHS BY COURTESY OF M. BISSON DE LA

FRENCH excavations have been in progress for some years at Toud (ancient Tophium), a small town on the east bank of the Nile, about twenty miles south of Luxor, containing ruins of a Ptolemaic temple dedicated to an Egyptian god of war. Describing the present illustrations, M. Henry de Merane writes: "The excavations at the temple at Toud (Fig. 1), under the field direction of M. Bisson de la Roque, for the Louvre Museum, are among the most important researches of to-day. Two years ago, a 12th-Dynasty hoard of Asiatic origin was unearthed (see 'The Illustrated

(Continued below.)



1. THE BUILDING IN WHOSE PRINCIPLES WAS THE "SACRED LAKE" HERE DESCRIBED: THE TEMPLE OF THE WAR-GOD, MENTHU, AT TOUD, NEAR LUXOR, BUILT OF SANDSTONE IN THE REIGN OF PTOLEMY VII, EVERGETES II.

London News,' April 18, 1936), revealing fresh links between Egypt and Babylonia 4000 years ago. The work of the 1937 season afforded an opportunity to solve the secret of ancient Egyptian 'sacred lakes.' Among the outbuildings of the temples, these sacred lakes were important, as supplying water for ritual purposes and for the model craft carried in ship processions during religious festivals, probably nocturnal, such as those seen by Herodotus at Sala. The most famous sacred lakes are near the great temple of Amen at Karnak and the temple of Hathor at Denderah. The latter

(Continued below.)



5. A HEAD IN BLUE GRANITE REPRESENTING AN OFFICIAL OF THE PERIOD AT THE END OF THE 18TH DYNASTY: ONE OF A NUMBER OF INTERESTING SCULPTURES DISCOVERED DURING THE EXCAVATION OF THE TEMPLE OF MENTHU.



2. THE "SACRED LAKE" WHEN THE EXCAVATIONS BEGAN: WITH A WELL OF COPTIC DATE DESCENDING TO THE TOP OF THE LOWER BASIN: A POOL PROVIDING WATER FOR RELIGIOUS PURPOSES AND RITUAL SHIP-MODELS.



6. EXCAVATION BY PUMPING: A LARGE PUMP AT WORK REMOVING WATER FROM THE LOWER BASIN AT THE TEMPLE OF MENTHU, ADJACENT TO THE NILE—A VIEW SHOWING THE SLOPE OF THE UPPER BASIN WALLS.

has been partially excavated. The so-called 'lake' is rather an artificial basin (surrounded by walls with staircases) in which to float the model ships whatever might be the level of the water, and provided with a central well. The difference in the water-level between the beginning of the Christian era and now is over 6 ft. in height, the ground having been raised continuously by mud, thus adding an obstacle to the excavation of such a lake. During summer, the flood is over 5 ft. in height at the ground-level of the temple (Fig. 3). The sacred lake excavated near the temple at Toud is rectangular (Fig. 2), with sandstone walls and a central well. It was overwhelmed with earth at the time when Christianity overthrew the pagan war-god, Menthu, at the end of the fourth century A.D. or the beginning of the fifth, and a milestone superseded the lake. Afterwards trees were planted and the lake remained

# TEMPLES: A LONG-HIDDEN STRUCTURAL PROBLEM SOLVED.

ROQUE AND THE FRENCH INSTITUTE OF ARCHAEOLOGY IN CAIRO. (COPYRIGHT RESERVED.)



3. REMOVING EARTH FROM THE UPPER BASIN: A VIEW SHOWING THE CIRCULAR COPTIC WELL, AND (BEYOND) PROTECTIVE SUPERSTRUCTURES PLACED ABOVE THE END WALL TO PREVENT COLLAPSE OF SOIL BEHIND DURING THE NILE SUMMER FLOOD.



7. A LATER STAGE OF THE PUMPING OPERATIONS: THE FORM OF THE LOWER AND INNER BASIN NOW FULLY DISCLOSED, WITH MEN STANDING ON ITS INCLINED FLOOR, AND STEPS LEADING DOWN TO THE CENTRAL WELL.

hidden until 1937. M. Bisson de la Roque had found another 'sacred lake' when excavating the temple of Madamud, north of Karnak, in 1929. But his attempt to clear it completely was a failure. Nevertheless, that discovery marked progress, and he was anxious to solve finally the mystery of these curious temple outbuildings. At Toud he was successful, and found two basins so constructed that the lower one was full during the normal height of the underground water and the upper during the flood. He emptied the lower basin with a powerful pump (Figs. 6 and 7) to a level 25 ft. below the surface. It proved to have been filled, through the central well, by the underground Nile water, and not, as many archaeologists think, by pipelines or shadufs or sakiys. Like the Madamud example, the 'sacred lake' of Toud had two stairways inside, but here they led to a platform round the lower basin at a level

(Continued above at top.)

22 ft. below the upper platform (Fig. 7). From these levels and from the architectural details, this 'lake' seems to date possibly near the Christian era and to have been in use during four centuries. The bottom of the lower basin was reached, but the water rose again afterwards (Fig. 3). The upper part of the walls was, according to a custom common in ancient Egypt, made from sandstone blocks from an older temple. Fragments of fine reliefs were found bearing the names of Thutmose III, Amen-hotep II. (18th Dynasty), and Merenptah (19th Dynasty); also a portion of a fluted

(Continued below.)



4. THE UPPER BASIN CLEARED AND EXCAVATION BEGINNING ON THE LOWER ONE WITHIN IT [THE RECTANGULAR SECTION IN CENTRE FOREGROUND]: NATIVE LABOURERS DIGGING OUT THE SOIL, WHILE OTHERS COME DOWN THE ANCIENT STONE STEPS.

column. Among the objects found in the excavation of the temple may be noted some sculptures in blue granite: a great torso of a king of unknown epoch; a typical head of an official dating from the end of the 18th Dynasty (Fig. 5); and a sandstone portrait of King Achoris (29th Dynasty). Inside the Ptolemaic walls of the temple, a long inscription from the Middle Kingdom temple has been recovered. Through these excavations, fresh facts have come to light in such a manner that the problem of ancient Egyptian 'sacred lakes' may be considered as solved."



8. PROOF THAT THE "SACRED LAKE" WAS FILLED UNDER GROUND BY THE NILE: THE POOL AFTER PUMPING CEASED, WITH WATER RISEN FROM BELOW THROUGH THE CENTRAL WELL, AND THE LOWER BASIN SEEN BENEATH ITS TRANSPARENT SURFACE.



# THE WORLD OF SCIENCE.

## SOME VERY REMARKABLE SHELLS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

I HAVE a number of tiny molluscan shells, some of them renowned for the strange shapes they reveal when seen under a lens. I have long wanted to say something about them on this page, but it was impossible until I could have greatly enlarged pictures of them made for me. At last, my friend Mr. Kilbourn-Kennys came to my rescue, and now, so far as I can discover, we have, for the first time, really fine records of their appearance. But they are very much more than mere "curiosities of Nature," for they present problems well worthy of more attention than they have yet received. As a standard of comparison we may take the shell of the common garden snail, on the one hand, and the mere vestiges of a shell on the verge of dissolution as found in some slugs, on the other. The late Professor Sir Ray Lankester, under whom I served for many years, was one of the first to explain to us why the shells of what are known as the "univalve" molluscs—as distinct from the "bivalves," like the oyster and the mussel—are spirally coiled, in some species with a right-hand, and in others with a left-hand, coiling. But that interpretation cannot be explained in terms intelligible to the layman. This coiling, however, presents an almost infinite range in its intensity, and added to this we find a surprising variety both in coloration and ornamentation, in the form of spines, frills, and so on.

These conspicuous departures, now in this direction, now in that, have all arisen out of the common heritage of the ancestral snail. Some can be explained as responses to the conditions of existence, as is shown by the thick

"upside down"—that is to say, with the apex of the spire dragging along the ground.

The smallest species measures 1-16th in. in diameter, the largest rather more than twice that size. Hence one may well marvel how, save as by a miracle, they can ever be found among the vegetation amid which they live. Think of the almost hopeless task of hunting for, and finding, a shell of no more than 1-16th in. in diameter, in a wood or in one's garden! There is, apparently, no record of the mode of

haunts and habits, of which at present little or nothing is known.

We may say that the strikingly different forms shown on this page are due to "idiosyncrasies of growth." But that leads us nowhere. What we need is some clue to what seems to be an orderly sequence of development, which must have some common inciting cause. The curious, "topsy-turvy" carriage of the shell, with the apex of the spire turned towards the ground, is not confined to *Opisthostoma*, for it is to be found also in *Anostoma*, a genus in no way related, and of vastly greater size. But here again no records of its haunts and habits seem to have been made.

This matter of snails which carry their shells upside down—that is to say, with the apex of the spire turned downwards towards the ground—as I have said, is a puzzling one, but it is connected, one might suppose, with the fact that they are land-dwellers. It becomes, however, especially puzzling when it is remembered that it obtains also in the case of the minute species *Atlanta*, which swims at the surface of the sea! The shell, glass-like and spirally coiled, is coiled after a different fashion from that of, say, the whelk. It is, instead, bent upon itself, rather after the manner of our pond-snail, *Planorbis*, or of some of the Ammonites. Furthermore, it is peculiar in having a sharp keel standing out along the ridge of the shell (Fig. 4). In response to its swimming habits, the foot is not flat and solid, like that of a snail, but split up into three lobes which project from the shell and serve as swimming organs. The middle lobe bears a sucker.

*Atlanta* is one of a group of molluscs known as the Heteropoda, and found only in warm seas, swimming at the surface.



2. AN EXTREMELY BEAUTIFUL SHELL IN WHICH THE COILS SPREAD OUT TO FORM LARGE, SHARP-EDGED KEELS: *OPISTHOSTOMA PULCHELLUS*, FROM NORTH BORNEO. (HIGHLY MAGNIFIED.)

The mouth adds to its beauty on account of the great translucent flange which surrounds it. The shell on the right shows the same twisting of the coils as in Fig. 1.

and heavy shells found in so many marine species which live on a surf-bound shore. But this, at present, is about as far as we can go.

And now let me turn to some of the puzzles presented by these almost microscopic shells with which I started. The lowermost, in Fig. 1, is what at first might seem to be a very "ordinary" spiral shell. But note that its mouth takes the form of a trumpet-shaped aperture, not where the mouth is normally found, at the end of the spiral, but on the middle of its left outer wall! Then look at the upper figure, and it will be seen that the spire has changed its course and is continued as a tube of some length, to terminate in the trumpet-shaped mouth seen in the lower figure. The photograph of this upper figure should obviously have been turned so that the apex of the spire pointed upwards as in the lower figure. But this is a point of no consequence.

The nature of this eccentric spiral will be made still clearer by examining a specimen of *Opisthostoma jocunda*. But here the normally coiled portion of the spiral has a beautifully sculptured structure. The keeled-spire is still more developed in *Opisthostoma pulchellus* (Fig. 2), wherein, it will be noticed, the mouth of the tube expands to form a broad, translucent plate. A still further transformation is presented by the species *grandispinosa* (Fig. 3), where the keels of the spire have developed long spines which, as will be seen in the specimen on the left, form a great, hook-like claw immediately behind the great trumpet-shaped mouth. These shells have been shown in the conventional manner, with the apex of the spire pointing upwards. But the living animal crawls about with the shell

securing specimens of these marvels of beauty, but my friend Mr. G. I. Crawford, of the British Museum of Natural History, suggests that they may emerge from their lurking-places to climb up the faces of limestone rocks in wet weather. But, even so, unless they formed clusters of considerable size, they would be difficult to find. Throughout their range, which extends from India to Borneo, they seem usually to haunt humid limestone hills. About thirty species have been described, and of these I have seen no more than half a dozen. It is much to be hoped that some enterprising conchologist will some day give us photographs of all the



1. THE TINY SHELL (HERE SEEN GREATLY ENLARGED) OF *OPISTHOSTOMA CRESPIGNYI*, FROM BORNEO: ONE OF SEVERAL SPECIES WHICH VARY IN SIZE FROM ONE-EIGHTH TO ONE-SIXTEENTH OF AN INCH IN DIAMETER.

In the lower position the mouth of the shell can be seen, not at the base of the spiral, as in the garden snail, but on its right side. In the upper position this is explained by the fact that in the coiling of the tube the lower half turns suddenly away from the shell and terminates in the mouth seen in the lower position.

securing specimens of these marvels of beauty, but my friend Mr. G. I. Crawford, of the British Museum of Natural History, suggests that they may emerge from their lurking-places to climb up the faces of limestone

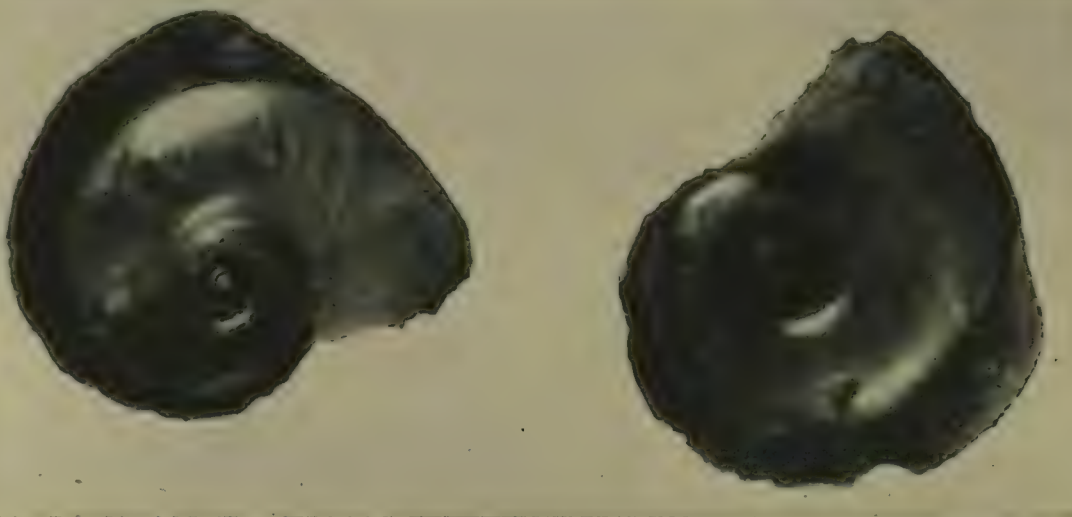


3. *OPISTHOSTOMA GRANDISPINOSA*: ANOTHER SPECIES, IN WHICH THE STRONGLY-KEELED WHORLS OF THE SHELL BEAR LONG SPINES; WHILE AT THE BASE OF THE TRUMPET-SHAPED MOUTH THERE IS A BUNCH OF SPINES FORMING A SORT OF CLAW.

All three of these species of *Opisthostoma* carry the shell in a "topsy-turvy" fashion when crawling about, with the apex of the spire touching the ground. In size, they vary from one-eighth to one-sixteenth of an inch in diameter.

But its near relation, *Carinaria*, is, in many ways, still more remarkable. It is also a surface-swimmer, and has a perfectly transparent body of the size of a large slug. From its under-surface projects a thin lobe, the foot, which serves the purpose of a "centre-board." The shell, shaped like a Phrygian cap, and glass-like in structure, is perched upon the ridge of the back, looking ridiculously small for so large a body. At one time, this fragile shell was a great rarity, and collectors were willing to pay as much as £100 for a specimen, for it is a very beautiful object. Even to-day, I am told, it fetches from £5 to £10 in the market. The contrast between the shell of the tiny *Atlanta* and that of *Carinaria* is striking, having regard to

the fact that the two animals are so nearly related. In the one the shell is carried upside down, and the foot is split into three lobes, serving as a propeller, while in the other it is carried in the normal way, with the mouth downwards.



4. THE SHELL OF THE TINY *ATLANTA PERONII*, THE RIDGE OF WHICH IS MASKED BY A SHARP KEEL: A SPECIES WHICH SWIMS, WITH THE SHELL UPSIDE DOWN, IN THE OPEN WATERS OF WARM SEAS.

From its mouth projects a foot split into three lobes, which serve as propellers. The approximate size of the shell is three-sixteenths of an inch in diameter. (Photographs, all greatly enlarged, by W. G. Kilbourn-Kennys.)

known species, magnified to the scale shown here, for we may be very sure they would reveal most interesting and instructive examples of structural variations. But these should be accompanied by careful notes on their





## THE MOVING FINGER

Serene but bright, with a touch of sophistication in the mirror's gleam, this all-mahogany group well becomes its intended retreat—where a man reflects and meetly sets it down.

*Writing Table with leather lined top, containing 10 drawers and*

*2 cupboards - - - - - £72 10 0*

*Writing Chair with cane seat and cushion - - - - - £24 15 0*

*Carved Teapoy - - - - - £4 10 0*

*Flower Stand - - - - - £5 15 0*

*Engraved Venetian Mirror - - - - - £37 0 0*

*Bergère Chair with carved sides and back, and floral cushions - £14 10 0*

SLOANE 1234

*Harrods Galleries*

KNIGHTSBRIDGE SW1



## CHRISTOPHER WOOD "COMPLETE": AN ART SHOW CAUSING CONTROVERSY.

FROM THE EXHIBITION OF THE COMPLETE WORKS OF THE LATE CHRISTOPHER WOOD (1901-1930) AT THE BURLINGTON GALLERIES. REPRODUCTIONS BY COURTESY OF THE REDFERN GALLERY.



"DANCING SAILORS, BRITTANY."



"CALVARY AT DOUARNENEZ."



"CORNWALL."



"TIGER AND ARC DE TRIOMPHE."



"THE YELLOW HORSE."



"EVENING AT TRÉBOUL."

Christopher Wood's untimely and tragic death (he was killed by a train at Salisbury in 1930, when only twenty-nine) may be reckoned as a distinct loss to modern British art. That he profoundly influenced the present generation of young painters is evidenced by the interest aroused, eight years after his death, by the memorial exhibition at the Burlington Galleries (March 3 to April 2) containing his complete works. It was organised by the Redfern Gallery and took three years to assemble from scattered sources in Europe, America and Australia. Many public galleries (including the Louvre) and private owners contributed. Owing to increasing demands by collectors, the opportunity of seeing Christopher Wood's whole output is unlikely

to recur. During his short life he produced over 500 pictures, and travelled widely in Europe and the Mediterranean, making numerous friends, among them Picasso. The illustrated catalogue, with an essay on Wood by Eric Newton, contains a list of 447 oil paintings, besides 405 water-colours and drawings. Christopher Wood was born at Knowsley, Liverpool, in 1901. At nineteen he came to London, and was "discovered" by Augustus John, who saw him sketching at the Café Royal. One of his last two pictures, painted at the Paris Zoo in 1930, was "Tiger and the Arc de Triomphe," reproduced above. Like many modern developments in art, Christopher Wood's work is the cause of much controversy.



# 2 HOLIDAYS *in* 1



## To SOUTH AFRICA

There are some who enjoy long sea cruises with their unaltered routine and ease and luxury. On others these features soon pall—to them, new sensations, fresh experiences and variety of scenery are essential.

Why not take a trip to South Africa and combine all these amenities!

You will enjoy 14 days cruising in a luxury liner over a fair-weather route followed by fascinating tours by rail and road through an alluring land of beauty, interest and contrast.

*Descriptive brochures are obtainable from the Travel Bureau, South Africa House, Trafalgar Sq., London, W.C.2*

## *in 13½ days*







## A PAGE FOR COLLECTORS.

PORCELAIN AND POTTERY FOR THE NATION: A LEGACY TO SOUTH KENSINGTON MUSEUM.

By FRANK DAVIS.

represented not too well, in the museum, and his gift is a very real qualitative addition.

Secondly, by chance or design—I imagine by chance—the Elliot pieces are at the moment displayed very close to a selection of early Chinese pottery from the Eumorfopoulos collection, and I suggest the thoughtful visitor will find a good deal of interest in making comparisons. In a way, of course, Chinese things of from 700-1200 A.D. have very little in common with seventeenth- and eighteenth-century English pottery and porcelain; for one thing, the former represent the considered art of a civilisation already nearing its peak, while the latter are, generally speaking,

no nonsense from the kitchenmaids—nor from the mistress either. It is a highly stylised figure, and wonderfully expressive, and shows very well what can be done by simple-minded potters who are not trying to be sentimental (Fig. 1). With Fig. 2, we are nearer to life, if further from rustic humour: an agreeable and important experiment of about 1760 in greenish-brown-black pottery.

Of the more sophisticated pieces in the collection, the two beggars—porcelain from the Chelsea factory, red anchor mark, about 1755—can be called masterpieces of their particular brand of prettiness; beautifully modelled and most delicately coloured (Fig. 3). It was not uncommon in the last half of the eighteenth century for the master of a vessel to have a dish or punch-bowl made specially for the ship. There are

two in the Elliot collection, one from the Liverpool factory, the other a splendid blue-and-white piece from Lowestoft, generally considered the best of its kind from this place (Fig. 4). The drawing is free, and as accurate as may be, and the decoration outside the bowl, with its echoes of Chinese scenes and figures, also echoes one great virtue of the Chinese—their sense of the value of white space. Would that all other European imitators of Chinese porcelain exercised equal restraint! Another rare English-Chinese piece is a beautiful little bottle from the Bow factory, of about 1755, decorated in brilliant green, red and purple.

Going back to the seventeenth century, the visitor will note especially a characteristic "Tyg" from Wrotham, in Kent, dated 1649; a little red stoneware mug, imitated from the red stoneware imported from China, and made either by the Elers, pioneers of the industry in Staffordshire, or by Dwight in Fulham, and—certainly



1. A UNIQUE AND CELEBRATED PIECE OF STAFFORDSHIRE BEQUEATHED TO THE VICTORIA AND ALBERT MUSEUM: A GROTESQUELY STYLISED FEMALE FIGURE DATING FROM ABOUT 1740—ONE OF A HUNDRED PIECES IN THE WALLACE ELLIOT LEGACY.

By the will of the late Mr. Wallace Elliot, who was for nearly ten years President of the English Ceramic Circle, one hundred specimens from his collection were to be chosen for the Victoria and Albert Museum; and a similar number were to go to the British Museum. Those selected for the Victoria and Albert—five of which are illustrated on this page—were picked out for their great merit as works of art rather than for their documentary interest, and form a group of pieces of the rarest quality.



2. AN INTERESTING EXPERIMENT BY THE ENGLISH EARTHENWARE CRAFTSMAN IN THE EIGHTEENTH CENTURY: A FIGURE OF THE WHIELDON TYPE OF A SPORTSMAN WITH HIS DOG. (c. 1760).

(Reproductions by Courtesy of the Victoria and Albert Museum. Crown Copyright Reserved.)



3. TWO CHELSEA BEGGARS: AN EXQUISITE PAIR OF FIGURES OF ABOUT 1755. (RED ANCHOR MARK.)

hand and be given a carefully chosen selection adapted to our inferior capacities.

Very well, you say, there are vast numbers of pots already in the place—why make a fuss about an additional hundred? The answer is easy. The late generous donor, who had spent many years and much money upon his collection, owned just those rare and important pieces which were unrepresented, or

a series of experiments in a new technique by individuals outside any firm tradition. The English pieces cannot stand up against the much older Chinese in vigour or sculptural quality or sheer dignity of form—there's nothing, for example, like the two wonderful T'ang Dynasty horses—but, nevertheless, the show they make is a good show. You bow humbly before the Chinese; you don't bow before the English, but you take off your hat, recognising their occasional heavy-handedness (not in the Chelsea porcelain, though), and smiling often enough at their *naïveté*. It's good solid peasant stuff, most of it, spiced with good hearty wit; the colour-sense is sometimes brutal, largely owing to technical deficiencies.

Of the Staffordshire salt-glaze pieces, of which there are several, the most engaging is the formidable female with the bell-shaped skirt, beaky nose, and fashionable hat (an admirable touch this last) who somehow bears an odd relationship to the snake-goddess of ancient Crete, familiar by now to every schoolgirl. This good woman is by no means a goddess herself, but she might well be a highly respectable Mrs. Grundy-ish cook in the household of a goddess, loquacious, narrow-minded, and standing



4. PERHAPS THE FINEST PIECE OF BLUE-AND-WHITE CHINA EVER TURNED OUT AT THE LOWESTOFT FACTORY: A SHIP'S PUNCH-BOWL MADE FOR CAPTAIN OSBORN OF THE "FRANCES."

by Dwight, that worthy man, who deserves far more publicity than he is ever likely to receive—a graceful stoneware bottle decorated with birds, a snail, and clouds in marbled white on brown, with the cloud effect running upwards spirally—extraordinarily effective.



# Petrol Costs DOWN....

**V**AUXHALL engines get 20% more power out of every drop of petrol used. That is why recent R.A.C. official petrol consumption trials, over 1,000 miles of public roads, produced these extraordinary results:—

25 h.p. . . . .	22.48 m.p.g.
14 h.p. . . . .	30.31 m.p.g.
10 h.p. . . . .	43.40 m.p.g.

## VAUXHALL ENGINEERING LEADERSHIP GIVES

in the "10", "12", "14" and "25"

### Remarkable Economy

(20% more m.p.g.)

### Independent Springing

(changes riding into gliding)

### Controlled Synchromesh

(you can't help making a good change)

### No-Draught Ventilation

(fresh air without shivers)

### Overhead Valves

(A Vauxhall feature for 16 years)

### And many other features

most of which were pioneered by Vauxhall,  
some of which are still exclusive to Vauxhall

Compare these figures with those obtainable on cars of similar power. And then compare general performance.

Thanks to Vauxhall Engineering Leadership this remarkable economy is only one of the many features that are available to the purchaser of any Vauxhall from 10 h.p. to 25 h.p.

Unless you try a Vauxhall, you are not being fair to yourself.

"ENGINEERING LEADERSHIP," a book of interest to all motorists, will be sent on request by Vauxhall Motors Ltd., Luton. Any Vauxhall dealer will provide an adequate trial run on any Vauxhall model and prove its petrol economy.

# VAUXHALL

## 10 H.P.

FOUR

Britain's newest car. The world's most economical Ten. On a recent R.A.C. official trial the saloon did 43.4 m.p.g. Fine performance and lively acceleration. Independent Springing. Saloons from £168.

## 12 H.P.

SIX

For the owner who wants six-cylinder performance with four-cylinder running costs. Smooth; effortless; economical. Independent Springing. Saloon £215.

## 14 H.P.

SIX

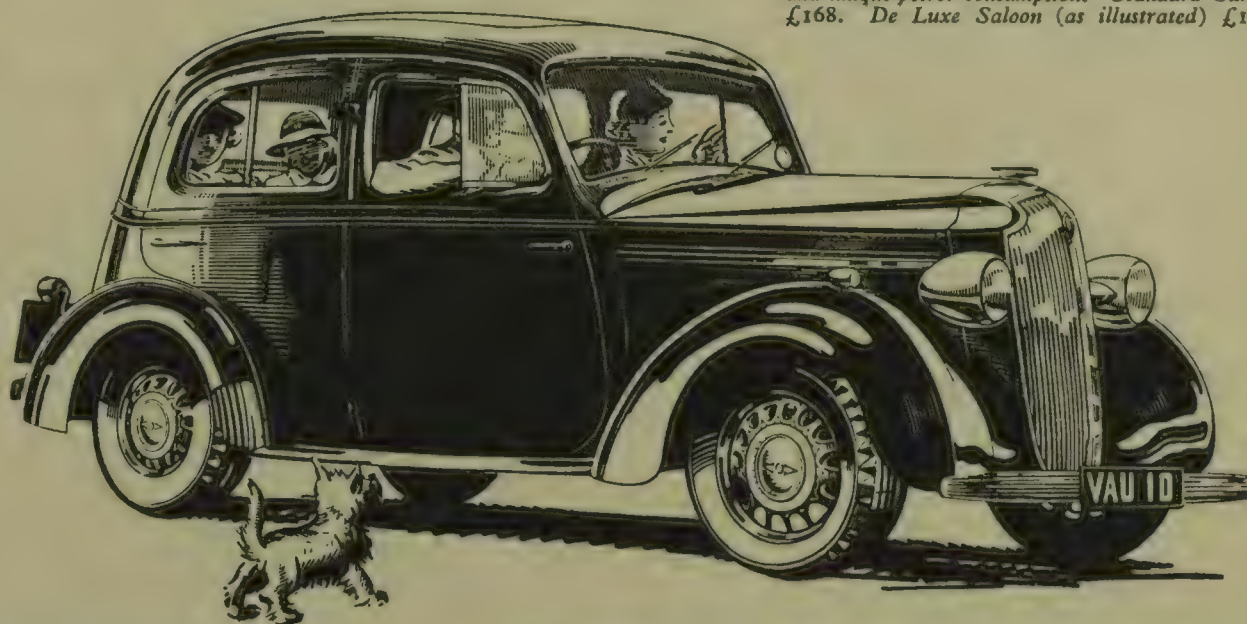
Britain's most popular "Fourteen". Brilliant performance. Consistently improved and refined since it made motoring history. On a recent R.A.C. official trial the 14 h.p. saloon did 30.31 m.p.g. Independent Springing. De Luxe Saloon £225. Touring Saloon with built-in luggage boot £230.

## 25 H.P.

SIX

Vauxhall's luxury car. Designed to meet world competition. 80 m.p.h. when you want it. On a recent R.A.C. official trial the 25 h.p. saloon did 22.48 m.p.g. Independent Springing. All Synchromesh gearbox. Hydraulic brakes. Built-in interior heater and defroster. Many other luxuries. Saloon with built-in luggage boot £315.

THE VAUXHALL TEN has true Vauxhall distinction, exceptional room, phenomenal power and unique petrol consumption. Standard Saloon £168. De Luxe Saloon (as illustrated) £182.





## BOOKS OF THE DAY.

(Continued from page 484.)

since he arrived in Kenya after the war, as an ex-Service settler, and found himself the owner of a square mile of jungle. At first his plantations took up all his time, but later he was able to go climbing with Eric Shipton, later to be his companion on Nanda Devi and also a member of the present Everest team. The chapters on ascents of Kilimanjaro, Mount Kenya, and Ruwenzori (the Mountains of the Moon) are accompanied by very beautiful photographs.

Another book similarly topical is "AT GRIPS WITH EVEREST." By Stanley Snaith. Foreword by T. Howard Somervell, member of Everest Expeditions. With 8 Illustrations (Percy Press; 3s. 6d.). Here we have a compact outline of the successive Everest expeditions, besides ascents of several other Himalayan peaks and of the flight over Everest in 1933. The narrative is excellent and is designed for young people as well as older readers, laying stress on the "example and inspiration of these enterprises." One of the best chapters describes the reconnaissance of Nanda Devi by Shipton and Tilman, which made possible later the successful ascent of that peak, the highest in the British Empire. It was a great moment when they at last reached a point from which the mountain and its approaches could be surveyed. "Nanda Devi," we read, "doffed her veils and rose into the dramatic light of evening like a goddess, so pure and lofty that she seemed to be carved of cloud and sunlight; and then the nameless ranges to the north followed suit, and soon the world about the travellers was a sacrificial splendour of silver and rose peaks, with Nanda Devi sovereign over all." On their return to an inhabited region, "So battered and unkempt were they that the first persons they met—some shepherds—ran away at their approach, taking them for the sinister demons believed to inhabit the upper gorge. But they were happy, for they had completed an expedition which will always stand out as one of the masterpieces of Himalayan climbing."

Another passage in Mr. Snaith's book, concerning a mountain apparently more formidable than Everest, refers briefly to an expedition fully described in "HIMALAYAN CAMPAIGN." The German Attack on Kangchenjunga, the Second Highest Mountain in the World. By Paul Bauer. Translated by Sumner Austin. With 173 Illustrations; and Maps (Blackwell; 8s. 6d.). This finely illustrated book reveals

the indomitable courage of the German climbers. This second German attempt on Kangchenjunga ended in a tragedy that cost two lives. One is glad to find here evidence of Anglo-German goodwill. Describing their experiences as the first German climbers to visit India after the war, Dr. Bauer writes: "We felt at home and among kinsmen with the British, who usually meet everyone in a friendly and considerate manner—as friendly, modest, and retiring as only a fundamentally sound people can be. . . . We made a strict rule never to discuss religion or politics. And we resisted the strong temptation to explain Germany to others. . . . We were received everywhere, not merely in a friendly spirit, but with a genuine and hearty welcome."

Climbing in "the earlies" was mostly done in Europe, before the Himalayas began to lure men to the greater heights. Consequently, the older classics in the literature of the sport belong to this continent. All who look up with joy to the everlasting hills will welcome two new additions to Blackwell's Mountaineering Library—"WANDERINGS AMONG THE HIGH ALPS." By Sir Alfred Wills; and "ITALIAN ALPS." By Douglas W. Freshfield. Illustrated (Basil Blackwell, Oxford, 5s. each). These volumes are well produced and adequately illustrated. C. E. B.

## THE PLAYHOUSES.

## "DEATH ON THE TABLE," AT THE STRAND.

THIS is a comedy-thriller cut to a rather unusual pattern. The first two acts are almost sheer farce. Not until the third does one get thrills. And then they come, so unexpectedly and in such quick succession that they draw many stifled shrieks from the audience. Mark Ryder is an American gangster who, having "double-crossed" a partner, gets a bullet in his chest by way of exchange. For a reason that is the point of the play (and, therefore, must be accepted without question), he thinks a visit to an ordinary surgeon would be dangerous—gentlemen with American accents and bullets in their chest being much sought after by Scotland Yard. If he has few friends, Mark Ryder knows many secrets. One is that Sir John Twining, who runs a clinic, has a gangster brother. Using this information, Mr. Ryder blackmails Sir John into removing the bullet without passing on any information to the police. To make assurances double sure, he kidnaps Sir John's only son. Not until the operation has been successfully performed will the

boy be returned to his home. The situation seems grim enough; but the authors have succeeded in unrolling the plot in terms of hilarious farce. Mr. Hartley Power plays the gangster with great gusto. Armed with colossal impudence, a revolver, unlimited money, and two confederates, who watch over him with their fingers on the trigger, he rules the clinic. After an hour or so of continuous laughter, the scene in the operating theatre comes as a shock. It is correct in every detail and the audience watched it with fascinated eyes. The clang of the removed bullet as it fell into the bowl; the click-click as the wound was sewn up, seemed to send shivers down all spines. Then the lights fused, and when the stage was illuminated again it was found that the patient had received a knife-thrust through the heart. As almost everybody who had ever met Mr. Ryder seemed to have reason to desire his death, everyone within striking distance was under suspicion. As from now on the play depends on its "mystery" element for its interest, it would be unfair to reveal more of the plot. It is enough to say that the last few minutes hold the thrill of the evening. Mr. Basil Dean's production is perfect and the acting excellent. The performance of the evening, however, was given by Mr. Cameron Hall as a porter—the most amusing character study of self-satisfaction seen for a long time.

## "PLAN FOR A HOSTESS," AT THE ST. MARTIN'S.

If this were not an unreal comedy, and the characters entirely artificial, the plot might be rather offensive. Mrs. Cave is a Mayfair hostess anxious to launch her daughter into society. For this she requires £2000; which sum her husband refuses to give her. So she persuades a woman gossip-writer to beguile her husband away for a week-end; then bring back the hotel bill so that he may be blackmailed into producing the money. Mr. Ronald Squire is the husband who is willing to err on the slightest provocation. Miss Adrienne Allen plays the gossip-writer very attractively. Miss Yvonne Arnaud plays the mother with her accustomed charm.

We are informed that the Easter cruise, arranged by the P. & O. Line, to be carried out by the "Rajputana" (17,000 tons), which included calls at certain ports in the Mediterranean and on the coast of Palestine, has been abandoned on account of the somewhat disturbed conditions prevailing in Palestine. Another cruise has been substituted—starting on April 14. This has for an itinerary Gibraltar, Casablanca, and Lisbon. It is from London back to London, and takes eleven days.

# Banish 'Winter's hangover'

Spring's coming. You ought to be feeling grand. But are you? No. On the contrary, you feel flat, stale and good-for-nothing. And do you know why? You're a victim of "winter's hangover." The long winter, with its awful weather, the lack of sunshine, and the colds you've had have taken toll of your health.

Put new life into your system! Put yourself on to Eno's "Fruit Salt." It's the finest thing in the world for toning you up in early Spring. Gently and naturally, it washes away all winter poisons, improves your digestion, and wakens up your sluggish liver. After a few mornings of that happy, sparkling drink—you feel utterly refreshed and renewed. Eno forms no habit, because it acts in nature's own way. Come out into the sunshine of good health. Get rid of your "winter's hangover." Start taking Eno's first thing every morning!



## Life to-day calls for Eno's

ENO'S "FRUIT SALT" (2/6 AND 1/6) AT ALL CHEMISTS



# The Daimler Vogue



BY APPOINTMENT  
TO THE  
LATE KING GEORGE V

AS INTERPRETED BY  
FAMOUS COACHBUILDERS

The beauty inherent in streamline form is expressed to the full in this modern coupé—a striking design on the Daimler Straight Eight chassis. A touch of bravura added to Daimler dignity. A markedly individual motor car.



The SECOND in a series of Modern Daimlers  
by Famous Coachbuilders





## PERSONALITIES OF THE WEEK.



MAJOR F. G. JACKSON.

Distinguished explorer and soldier. Died March 13; aged seventy-eight. Was commander of the Jackson-Harmsworth Polar Expedition to Franz Josef Land, 1894, and was responsible for the rescue of Dr. Nansen. Made famous journey across the Great Tundra. Served in the South African War and the Great War. (Russell.)



M. CHAUTEMPS' SUCCESSOR AS FRENCH PREMIER: M. BLUM, THE SOCIALIST, WHO FORMED A CABINET ON MARCH 13. After the fall of M. Chautemps' Ministry, M. Blum, the Socialist leader, made repeated efforts to form a Cabinet, as he was anxious that France should not be left without a Government for long in view of the international situation. On March 13, he announced his success shortly after the Radical-Socialists had agreed to take part. (Central Press.)



MR. CLARENCE DARROW.

Famous American criminal lawyer. Died March 13; aged eighty. Was called to the Bar in 1878. In 1924 appeared as counsel for the defence in the Loeb-Leopold murder case in Chicago; and defended Mr. J. T. Scopes, a schoolmaster, tried at Dayton, Tennessee, on a charge of teaching the doctrine of evolution. (Wide World.)



SIR DONALD BANKS.

Appointed Permanent Under-Secretary of State for Air. Was appointed Secretary of the Air Ministry and a Member of the Air Council in 1936. From 1924 until 1931 was Deputy Controller and Controller of the Post Office Savings Bank, and was Director-General of the Post Office, 1934-36. (Hassano.)



EARL STANHOPE.

Succeeds Viscount Halifax as Government Leader in the House of Lords. President of the Board of Education since last year. Has been a Trustee of the National Portrait Gallery since 1930. Was First Commissioner of Works, with a seat in the Cabinet, 1936-7. (Lafayette.)



MR. W. P. HILDRED.

Appointed to be Deputy Director-General of Civil Aviation. In 1934 became head of the Special Measures Branch of the Ministry of Agriculture and Fisheries. Towards the end of 1935 was appointed Deputy General Manager of the Export Credits Guarantee Department. Joined the Empire Marketing Board in 1926. (S. and G.)



TO ACT AS DEPUTY TO THE AIR MINISTER ON THE AIR COUNCIL: EARL WINTERTON.

It was announced recently that Lord Winterton, Chancellor of the Duchy of Lancaster, had joined the Cabinet, and had been appointed an extra member of the Air Council. He will act as deputy to the Air Minister, Lord Swinton, on the Council. Has sat as M.P. for Horsham and Worthing since 1904, and has twice been Under-Secretary for India. (Elliott and Fry.)



LORD HAILSHAM.

Formerly Lord Chancellor. Resigned to take over the post of Lord President of the Council, vacated by Viscount Halifax. Was Secretary of State for War, 1931-35 and Leader of the House of Lords. Was Lord Chancellor 1928-29 and again from 1935. Was twice Attorney-General. (Vandyk.)



DOES BOTH JOBS

**CLEANS TEETH** Firm, handsome teeth depend upon two things—cleaning them thoroughly and keeping gums healthy. Even if teeth look white the dentifrice you are using may provide only *half* the care you need. Forhans brand dentifrice ends this half-way care. It whitens teeth and—

**SAVES GUMS** Forhans was developed by an eminent dental surgeon especially to give you *double protection*. When you brush your teeth, massage your gums, too, with Forhans, rubbing it in gently with the fingers. Note how it stimulates your gums, how it leaves in your mouth a clean, fresh feeling! Forhans costs no more than most ordinary dentifrices. Try a tube to-day. On sale throughout the world.

FORMULA OF R. J. FORHAN, D.D.S.

**Forhans** Original DENTIFRICE FOR MASSAGING GUMS AND CLEANING TEETH

NEW 1 1/3 SIZE Now on Sale

## CRUISING



First Class Only

**VOLTAIRE AND VANDYCK**

Window or porthole in every room

EASTER CRUISES

MAY CRUISES

WHITSUN CRUISES

APRIL 14. "Voltaire" from Southampton to Canary Islands, calling at Casablanca, Santa Cruz de la Palma, Las Palmas, Tenerife, Madeira and Lisbon. 18 days from 25 gns.

APRIL 14. "Vandyck" from Liverpool to the Mediterranean, calling at Gibraltar, Villefrance (Monte Carlo, Nice), Naples, Capri and Lisbon. 19 days from 26 gns.

MAY 7. "Voltaire" from Southampton to Dalmatian Coast and Venice, calling at Palermo, Kotor, Dubrovnik, Venice, Abbazia, Corfu, Malta and Lisbon. 24 days from 34 gns.

MAY 14. "Vandyck" from Liverpool to Atlantic Islands, calling at Santa Cruz de la Palma, Madeira, Lisbon. 14 days from 18 gns.

JUNE 4. "Voltaire" from Southampton to Mediterranean (Monte Carlo, Nice, Naples &c.) 18 days from 25 gns.

JUNE 4. "Vandyck" from Liverpool to Atlantic Isles. and Morocco. 13 days from 17 gns.

ROUND VOYAGES to SOUTH AMERICA  
Regular service of First Class Cargo Vessels

For details of above and full programme of later Cruises apply:

**LAMPORT & HOLT LINE LTD.**

ROYAL LIVER BUILDING, LIVERPOOL 3 TEL BANK 8890. 27, LEADENHALL STREET, LONDON, E.C.3. TEL ROYAL 5723. 64, CROSS STREET, MANCHESTER 2. TEL BLACKFRIARS 2806. OR LOCAL AGENTS



# ROLLS-ROYCE

*The Best Car in the World*



At Snowhill near Broadway.

ROLLS-ROYCE LTD. 14-15 CONDUIT ST. LONDON, W.1 MAYFAIR CND

BUY A CAR MADE IN THE UNITED KINGDOM



BY APPOINTMENT  
TO HIS LATE  
MAJESTY  
KING GEORGE V

# HOOVER ROLLS-ROYCE

*The Finest Car in the World*



BY APPOINTMENT  
TO HER  
MAJESTY  
QUEEN MARY



**HOOVER & Co.** (COACHBUILDERS) LTD.

54, ST. JAMES'S STREET,  
PICCADILLY, LONDON. W. 1.



# Of Interest to Women.

## The Path of the Bolero.

Fashions for the ensuing months are launched, and the bolero in many guises is in the limelight. There are the Eton and monkey-jackets, a much abbreviated swagger coat, and the true bolero, which terminates a few inches above the waistline; the strangest thing of all is that many of them are of fur, also of embroidered lamés. The Romantic or period dresses of lace and net have contrasting coats, the sleeves taking the form of butterflies. The more extreme are hand-painted.

## Fashion Parades.

The displays of fashion have been of the greatest help to women who wish to dress well. The audience at Liberty's, Regent Street, were very much interested, as they learnt that, in addition to wondrously beautiful models carried out in velvets, lamés and silks created by themselves and enriched with embroideries of regal magnificence, there were simple affairs for garden, beach, and home wear. Of these more anon. The bridal gown was of gold tissue, the train cut in one with the dress, the shoulders cleverly padded.

## The Separate Blouse.

The separate blouse once suffered an eclipse, but now it has burst forth from the clouds and is being warmly applauded. The two portrayed on this page are sponsored by Liberty. The one on the left is carried out in gold lamé; naturally it could be copied in any material needed. On the right is seen a model of platinum-grey satin, all monotony banished by mock insertions. There is an infinite variety of skirts which are perfect companions for these blouses.

## Sungleam and Tyrian Frocks.

A new department has been opened at Liberty's, where washing frocks of Tyrian silk and Sungleam reign supreme. The former are from £4 4s., and the latter £3 3s. Many are suitable for tennis, for they are cut on simple lines, so that the movements of the wearer are never handicapped. There is another type of frock which is called the "garden," as on a summer's day it may be worn until the sun has set. A folder containing illustrations of these frocks will be sent on application.



## The "Smocked" Frock.

There is unusual charm about Liberty's smocked frocks, one of which finds pictorial expression on the left; they are made of soft and fascinating materials, while the colour-schemes are delightful. Of rather more substantial fabrics are the artist's smocks, in decorative and unusual shades.



## Maternity Dresses and Coats.

It is sometimes overlooked that Liberty's excel in maternity dresses, two of which are pictured on this page. The model in the centre is carried out in a beech brown wool material enriched with velvet; the sleeves must be carefully noted. The dress and coat of the ensemble on the right are of mauve-blue cloqué, the former relieved with touches of petunia-coloured georgette. It must not be overlooked that this firm make an extra-special feature of fashions for the little people. They are simple, but admirably cut; the little coats always make a direct appeal as they are endowed with a youthful "grown-up" air. Again, there are the bridesmaids' dresses for these all-important personages.







to those about to furnish . . . .

# Gill & Reigate

. . . present their compliments

We invite your appreciation of our Furniture Reproduction. It is a fine art. We base it first on our connoisseur knowledge of antiques and period furniture; we re-create this furniture with the same precision and care that the master Cabinet Makers brought to their work centuries ago; we know the woods and the bland seasoning which makes them mellow; and we know the incomparable subtleties of polishing to bring lustre and richness to the natural wood grain . . . These are the details which assure you that our furniture is built to last for centuries.

Illustrated brochure of reproduction furniture free on request.

GILL & REIGATE LTD., 25-26, ST. GEORGE STREET,  
HANOVER SQUARE, LONDON, W.1.

Antiques • Reproductions • Decorations • China

## Swiss Riviera



(Southern Switzerland)

For romantic holidays on the shores of  
**LAKE LUGANO AND LOCARNO**

Glorious sunshine, sub-tropical vegetation (Mimosas, Camellias, Olives, etc.). Starting point for numerous excursions. All Sports

Information and prospectus from;  
Swiss Railway and State Travel Bureau  
11b, Regent Street, London, S.W.1 and  
Enquiry Offices of Lugano & Locarno

**Carpets cannot be thoroughly freed  
from dust whilst on the floor.**

**PATENT STEAM  
CARPET BEATING  
COMPANY LTD.**

196, YORK WAY, KING'S CROSS, N.7

**CARPETS CLEANED OR DYED  
Household Dyeing and Cleaning**

COLLECTION AND DELIVERY FREE.  
Carpets taken up and relaid.

Tel. North 1173 (4 lines)  
Country Enquiries Invited.

# A "Soft" Tailormade



*by Debenhams*

A most delightful design for Spring tailored ensemble, the short loose coat in vivid striped tweed, worn over simple dress with pointed waistcoat effect buttoning to throat, in plain colour to tone. This model in mauve and blue mixture can be copied to order in various lovely colour combinations. - - From 18½ gns.

Catalogue sent on request.

*Debenham & Freebody*  
WIGMORE STREET, W.1

Langham 4444

(Debenhams Ltd)



**GEO. V. PICTORIAL SETS.**  
We specialise in the postally used King George V. sets; and we shall be glad to send you our list on request. Remember these sets are rapidly becoming obsolete; secure them while our stocks last.

**JUBILEES.**  
Now is the time to complete before prices again rise. Let us know the stamps you are missing, and we will make you a special price to complete your set. Complete Price List of all the Jubilee stamps and varieties, mint and used on request.

**CORONATIONS.**  
Complete your set at to-day's low prices! Let us know the stamps you are missing, and we will make you a special price to complete your set. Complete Price List of all the Coronation stamps and varieties, mint and used on request.

**And Now!**

**GEO. VI. NEW ISSUES.**  
We have made complete arrangements for, and offer all the forthcoming George VI. sets POSTALLY USED. Illustrated Brochure and complete details for the New Issues Postally Used, on request.

● CATALOGUE ●  
82 pages, fully illustrated—Offers of all the above, and numerous other attractive bargains, sets, single stamps, single-country collections, packets and albums, etc. This wonderful catalogue—FREE.

**H&A. WALLACE**  
94 OLD BROAD ST., LONDON, E.C.1. Phone: WAT 7992-3

**RARE STAMPS.**  
British Colonial Rarities sent on approval at investment prices to serious collectors.

**T. ALLEN,**  
FRINTON-ON-SEA,  
ESSEX

**BAILEY'S TURNSTILES**  
Supplied to Greyhound Tracks, Racecourses, Cricket and Football Clubs, Zoological Gardens, Piers, Baths, Etc., all over the world.  
'Coin-in-Slot' Turnstiles  
Sir W. H. BAILEY & Co. Ltd.  
SALFORD 5.



**SUPERFLUOUS HAIR**  
Removed by Electrolysis at home  
The Vandré Home Electrolysis Outfit enables any lady to remove disfiguring hairs by the genuine Electrolysis process in privacy at home, saving pounds. The only known permanent way. Electrolysis removes each hair and root completely, without any discomfort, leaving the skin lovely. It has never failed and is so simple a child could use it. Guaranteed. Complete with full instructions £4.4.0, or 10/- monthly. Trial free. Illustrated particulars free, in plain envelope.  
VANDRÉ, Ltd. (Dept. 58), 189, PITT ST., GLASGOW.

When you go to  
**PARIS**  
or  
**BERLIN**

You are invited to make use of the ILLUSTRATED NEWSPAPERS reading rooms where current and back copies of these publications may be read. In addition, advice and information will gladly be given free of charge on hotels, travel, amusements, shops, and the dispatch of packages to all countries throughout the world.

PARIS: 65-67 Avenue des Champs Elysées  
BERLIN: 32, Kurfürstendamm.

# The Joy of Early Holidays

**JUNE DAYS ARE LONGER!**

AUGUST		JUNE	
7	14	21	18
1	8	15	22
5	12	19	26
6	13	20	27
7	14	21	28
1	8	15	22
2	9	16	23
3	10	17	24
4	11	18	25

**JUNE 1st to 30th—**  
**SUNRISE to SUNSET—496½ HOURS DAYLIGHT**

**AUG. 1st to 30th—**  
**SUNRISE to SUNSET 438½—HOURS DAYLIGHT**

- These extra hours of sunshine are extra hours of health
- The countryside is never fresher than in June
- Why add to the overcrowding in the later summer?
- And why not take advantage of cheaper accommodation?
- The Great Western Railway is the Early Holiday Line
- And early travel is comfortable travel!

**BEFORE YOU GO**  
Buy "Holiday Haunts 1938"  
containing Holiday Addresses,  
etc. (Price 6d.)

**HOW YOU GET THERE**  
"Monthly Return" Tickets by  
any train, any day, from all  
parts.

**WHEN YOU GET THERE**  
Cheap 1st & 3rd Class Weekly Holiday Season Tickets, issued from  
April 1st to October 31st, will enable you to see the best of your  
chosen holiday district

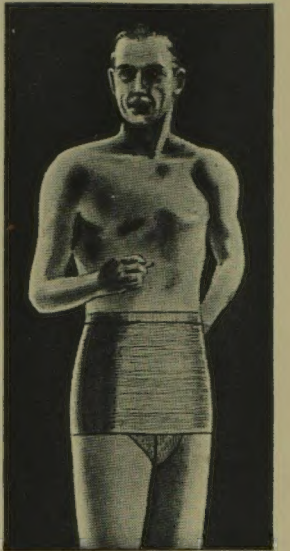
All information will gladly be supplied by the  
Superintendent of the Line, Great Western  
Railway, Paddington Station, London, W.2., or  
can be obtained at any Railway Station or  
the usual Tourist Agencies.



**FOR EARLIER HOLIDAYS!**

## A MAN'S WAY of REDUCING AND KEEPING FIT

A protruding abdomen is a handicap in social and business life but far more serious is its bad effect on health. It causes heart strain, shortness of breath, digestive troubles, lack of vigour and a general loss of physical and mental fitness. Tackle your unwanted flesh at once—wear Beasley's latest invention the



### "VITA-BRACE"

which is an Abdominal Belt and Supporter combined. It restores the flat waistline, springy step, and mental and physical alertness of youth. You feel its wonderful bracing effects immediately. Continuous gentle massaging action removes unwanted flesh, and anatomically correct support of delicate internal organs is an invaluable and certain protection against rupture. The uniquely shaped fly front is convenient for all circumstances yet gives that essential scrotal protection and support necessary for football, golf, tennis, swimming, riding, motoring, and all forms of exercise. Made in one piece without any seam from the finest elastic fabric, it has no buckles, buttons, hooks or other fastenings.

Price 8/11 (post 3d.) Two for 15/11 (post free)

Super Quality in Zephyr Elastic (side seams) 18/11  
Extra Super Quality in hand-made elastic (side seams) fully fashioned porous diamond stitch 25/11

**Money refunded if not approved.**  
Send for yours today, enclosing P.O. stating waist or hip measurements. Catalogue of Men's Surgical, Slimming and Body Belts, or of Ladies Corsetry free on request.

**BEASLEY'S, LTD.**

Dept. 248  
45, CONDUIT ST., LONDON, W.1

## THE BARLING

Specially Designed

**DENTURE PIPE**

Guaranteed entirely  
British Made



The Ideal Pipe for Dentures. Perfectly balanced. Barling made. The thin, light mouthpiece counteracts any drag or weight on teeth. The perfect pipe in every way. Medium, 10/6; Large, 12/6. Extra large sizes 15/- upwards.

Postage  
abroad  
additional.

**Barling**  
PIPE CRAFT

If any difficulty in obtaining, write B. Barling & Sons, 9, Park St., London, N.W.1; or, 'phone: Gulliver 4458. Est. 1812. The oldest firm of pipe-makers in England. "Producers of the World's Finest Pipes."

## Test for 1 Month



and you will be absolutely convinced that the **VIBRAPHONE** is the best-by-test of all appliances for the relief of

### DEAFNESS

So revolutionary is its principle that it has gone from success to success. Quite safe, non-electrical, practically invisible. No batteries, wires or other attachments. Used by professional men. Write, 'phone or call for Booklet, and details of 30 day Trial Offer. Consultations 9-6.

**VIBRAPHONE CO.,**  
Dept. E, 7, New Cavendish St.,  
London, W.1

Phone: Welbeck 8055.



CONTINENTAL HOTELS

AUSTRIA

Semmering—(3000 ft. a.s.l.) 1½ hours from Vienna. Suedbahn Hotel—The cntr. of Wntr. Sprts. Ptnd. by H.R.H. The Duke of Windsor. Inside swm. pool.

CZECHOSLOVAKIA

Prague—Aleron—The most distinguished hotel of Prague—200 rooms and apartments. 200 baths. Garage, 100 cars.

Prague Metropol Hotel "Zlata Husa." (Golden Goose)—Modern comfort, homelike, best food, centre of Eng.-speaking visitors and their friends.

Franzensbad—Hotel Imperial, exclusive, world known, close to the springs and baths, own park. Season April 15th to October 15th. Prospectus.

Franzensbad—C.S.R. Hotel Königsvilla—The best place for Rheumatic-Heart complaints and women's functional disorders. Prospectus.

FRANCE

Paris—Hotel Florida—Delight, homely atmosphere. Pension terms from 10/6. R. from 4/-. 12 boul. Malesherbes (Madeleine). Tel. add. Florically.

Paris—Hotel Opal—For Business or Pleasure. 19, rue Tronchet. Definitely central. (Madeleine Church). Up-to-date. Rms. from 6/-. Eng. spoken.

Antibes—Hotel du Cap D'Antibes—Pavillon Eden Roc Unique situation between Cannes and Nice.

Beaulieu s/Mer.—Between Nice and Monte Carlo.—Bedford & Savoy Hotels, 1st class. Full South. Sea. Tennis. Garage. Park. Pens. from 8/-.

Beaulieu s/Mer.—The Empress—Sunniest Hotel—1st class. Very comfortable. Central. Garden. Rooms with bath. Suites. New Mgmt. From 3½ gns.

Cap-Martin.—Cap-Martin Hotel.—Free bus service with Monte-Carlo & Menton. Tennis. Swimming. Inclusive from 110 Frs., with bath from 135 Frs.

Le Touquet—Hotel des Anglais—In forest adjoining Casino. Every possible comfort. Large park. Own bus to Golf and Sea. Moderate.

Le Trayas (Var) Naviretel—(The Ship Hotel). Take a cruise without leaving land. Ask for illustrated booklet.

Menton—Hotel de Venise—Leading in quality and comfort. Central and sunny. Beautiful park. Noted cuisine. Tariff on application.

Monte Carlo—Le Grand Hotel—350 rooms. 280 baths. Entirely renovated 1934. Open all year.

Monte Carlo.—The Monte Carlo Palace.—First-class up-to-date, facing Casino, sea-view, open all the year. Moderate terms.

Monte Carlo—Hotel Terminus Palace—1st class Sea-front. Facing Casino gardens. Weekly terms incl. tips & tax from £3.10.0. With private bath £5.

GERMANY

Baden-Baden—Bühlerhöhe—800 mt. (2,600 feet) Kurhaus and Sanatorium. Diets, Rest-cures. Pension from R.M. 11 upwards.

Bad Kissingen—Hotel Reichshof—Distinguished family Hotel. Garage. Opposite Park.

Bad Kissingen—Staatl.—Kurhaushotel—World-renowned house. Mineral baths in hotel. Garages.

Dresden—Hotel Bellevue.—The leading Hotel. Unique position on river. Garden-Park, Terraces. Reduced rates. Gar. Man. Dir. R. Bretschneider.

Leipzig—Hotel Astoria—The latest and most perfect Hotel bldg. Select home of intern. Society & Arist'cy. Mangd. by M. Hartung, Council of Com.

Munich—Hotel Grünwald—Opposite central station. 300 beds. Every comfort. Bierstube.

Wiesbaden—Hotel Schwarzer Bock—1st-class family hotel. 300 beds. Medicinal Bath in hotel. Golf. Tennis. Garage. Pension from Marks 9.

Wiesbaden—Hotel Nassauer Hof—World renowned. Finest pos. op. Pk. and Op. Wiesbaden Springs. Pat'd. by best British society. Pen. from 12 Mk.

Wiesbaden—Hotel Rose—World-renowned Hotel. Own bathing establishment. Patronised by English and American Society. Pension from 12 Marks.

Wiesbaden—Hotel Vier Jahreszeiten (Four Seasons) Select home of Society. Best position opposite Kurhaus, Opera, Parks. Pens. from R.M. 12.

ITALY.

Rome—Eden Hotel—First-class. In an excellent location overlooking park. Roof-garden.

SWITZERLAND

Geneva—The Beau-Rivage—With its open-air Restaurant, Terrace on the Lake, Facing Mt. Blanc. All comfort. Rooms from Fr. 7.

Locarno—Schloss Hotel (Southern Switzerland)—Resident Family Hotel all modern comforts. Large garden. Full pension terms from Frs. 9.

Lugano—Adler Hotel (South. Switzerland)—Near station in own grdns. fac. lake, exceptl. view. Rms. Frs. 4. Pen. fr. Frs. 11. Open the whole yr. Gar. boxes.

Lugano—Hotel St. Gotthard-Terminus.—Fam. hot. w. all mod. comfort. Beautiful view on lake and mountains. Ex. fd. lrg. gar. and ter. Gar. Mod. trms.

Lugano—Grand Hotel Palace (South. Switzerland)—Unrivalled situation on lake. Quiet yet central. Open-air rest. Large park. Own tennis court.

LE TOUQUET  
EASTER.

HOTEL DES ANGLAIS  
In Pine forest adjoining Casino  
Refined comfort. OPENS APRIL 9.

NICE +  
ATLANTIC +  
HOTEL +

Newest first-class Hotel, Central Situation on the Boulevard Victor-Hugo, close to Sea and Casino  
200 ROOMS MOD. TERMS CONNECTING ANNEXE  
HOTEL DU RHIN  
ROOMS from 30 francs Own GARAGE with lock-ups  
Convenient headquarters for the French Riviera

BRITISH HOTELS

HASTINGS  
QUEEN'S HOTEL

Leading and Best. Sea Front. Tel. 201.

PUMP HOUSE HOTEL

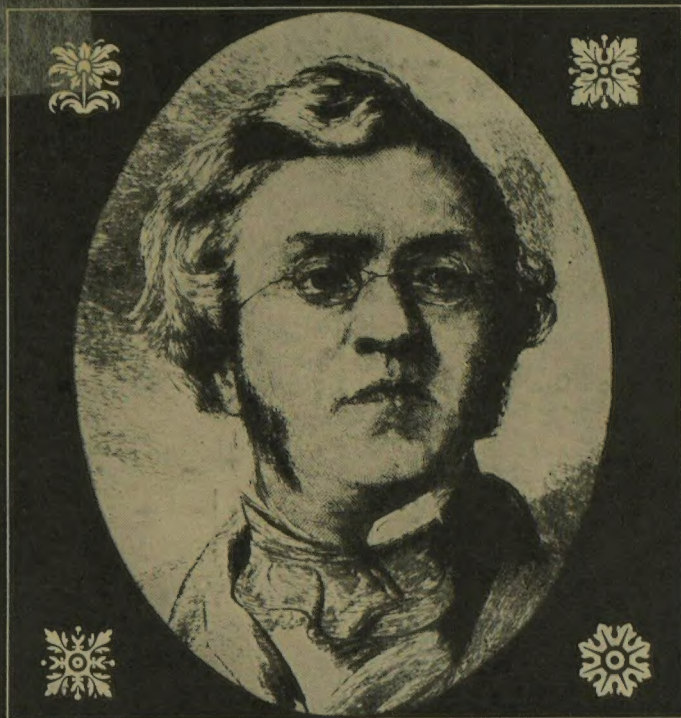
All modern conveniences—Adjoining Pump Room and Baths—Situated in own grounds—12 miles of Trout Fishing—Excellent Golf Course.

LLANDRINDOD WELLS

Telephone: Llandrindod 2234

THE HONYWOOD HOTELS

Personal Recommendations Tell



WILLIAM MAKEPEACE THACKERAY

repeatedly described himself as a satirist. After a sojourn in Baden-Baden he could not deny himself the pleasure of jotting down in his incomparable way some of the observations culled from this famous health resort.

(The Newcomes. 1855.)

"So they travelled by the accustomed route to the prettiest town of all places, where pleasure has set up her tents: Baden-Baden, and where the gay, the melancholy, the idle or occupied, grave or naughty, come for amusement, or business, or relaxation; where London beauties, having danced and flirted all the season, may dance and flirt a little more;... where I have seen severe London lawyers, forgetting their wigs and the Temple, trying their luck against fortune and M. Bénazet; where wistful schemers conspire and prick cards down, and deeply mediate the infallible coup;... where you meet wonderful countesses and princesses, whose husbands are almost always absent on their vast estates—in Italy, Spain, Piedmont—who knows where their Lordships possessions are?—while trains of suitors surround those wandering Penelopes their noble wives..."

Cure while you play in  
BADEN-BADEN  
BLACK FOREST

Fashionable social life all the year round.  
Golf, tennis, riding and every other type of sport.  
CASINO: Roulette, Baccara, Klondyke.



Full information from all Travel-Agencies, from the German Railways-Information-Bureau, London SW 1, Regent-Street 19, or direct from the "Bäder- und Kurverwaltung" Baden-Baden.

Special brochure "England in Baden-Baden", free of charge.



# RIGHT UP

# TO THE

# "OFF"

Wired Commissions may be handed in from the Racecourse up to the "off" either at STARTING PRICE on all transactions or at FULL TOTE PRICES for 'singles' with NO LIMIT.

★ In addition 5% OVER TOTE ODDS for 'single' wins and 25% OVER TOTE ODDS for places on 'single' each-way commissions.

## 'DUGGIE'

*for the* **LINCOLN**

*Write today and open a credit account.*

*Every facility for small investors*

# Douglas Stuart Ltd

STUART HOUSE, SHAFTESBURY AVENUE,  
LONDON, W.C.2

# "DUGGIE NEVER OWES"